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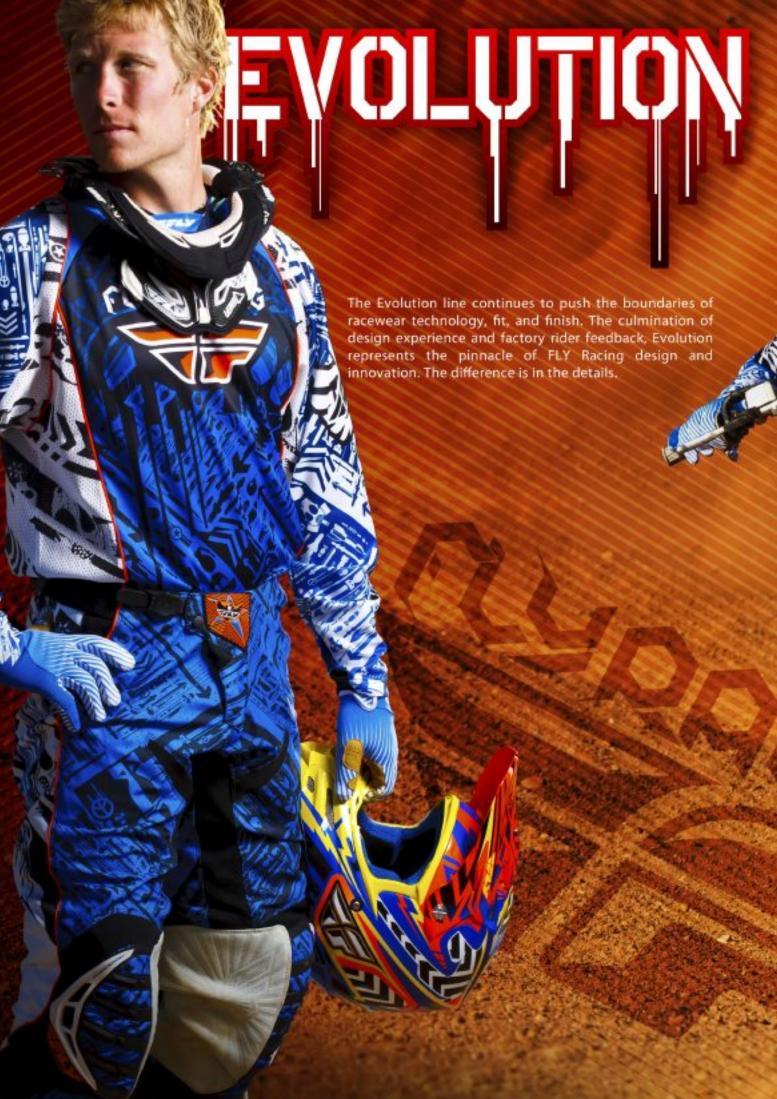
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The SuperEnduro elite head to sunny Spain for a season-ender fender-bender with not one but two Walker's on the entry list - KORR's Jonny and our very own Godfrey J. The question is which one will end up on the podium?

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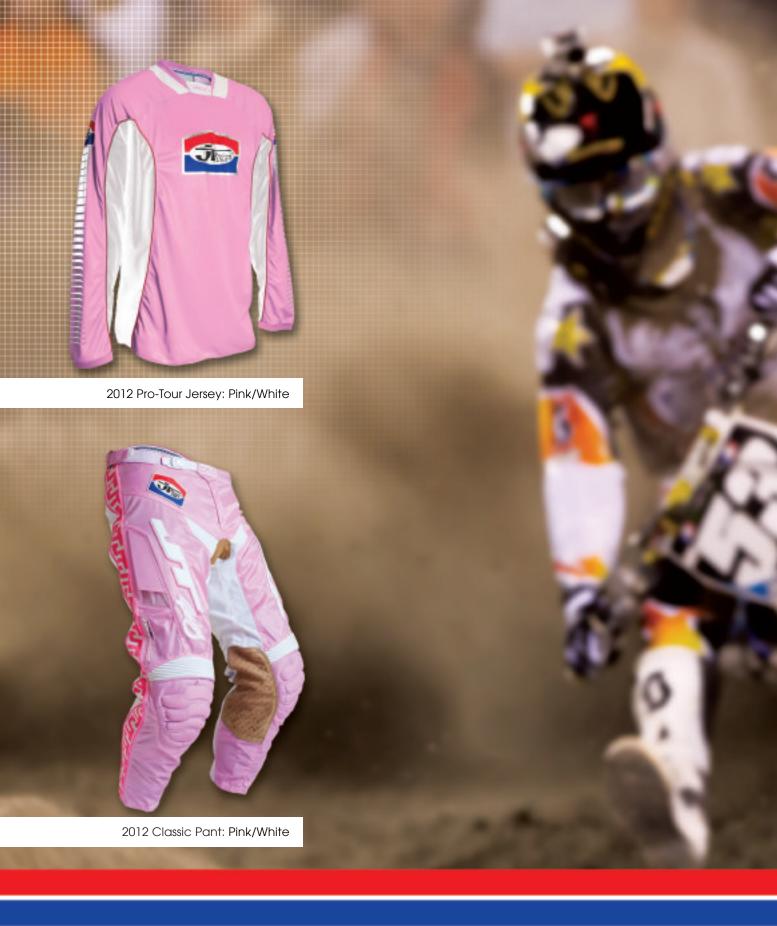
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It's the end of an era as the last ever Future West supercross series comes to a close in Birmingham's LG Arena where Tom Church n' Neville Bradshaw take home the two pro titles

Arnaud Tonus and Clement Desalle claim dominant victories in the only pre-season race that matters - the Hawkstone International

The young guns stick it to the old pros at the opening round of the British Sprint Enduro Championships that was held in a wintry wonderland down near the snowy south coast





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COMMENT

fter what's been a pretty laidback start to 2012 I've finally been shaken out of hibernation by back-to-back races with the final round of the Future West British SX series at Birmingham's LG Arena followed a week later by the Hawk International at Hawkstone Park giving me a much-needed kick up the arse.

Much-needed and long-overdue if I'm being totally honest - with the exception of January's The Tough One (and a night of XWA wresting at Morecambe's premier nightspot which we won't go into here) they are the first two sporting events I've been to since, er, I'm not entirely sure. Probably last year's Maxxis series closer at Hawkstone. Whatever, I'm back in the swing of things which is a good job because we've got two Maxxis British championship rounds coming up in the next three weeks plus a couple of Masters of Dirt dates to take in n'all. Busy, busy...

I thought Hawkstone was a cracking event but no surprises there. The team behind it work super-hard every year to make sure things run smoothly and riders of the calibre of old sulky-arse Clement Desalle and the more garrulous Gautier Paulin - plus some of the best riders these shores have to offer – make for great racing. They may not have managed to attract quite as many big names this year as they have in the past but around 4.500 spectators made the annual pilgrimage.

I was more surprised the week before by how much I enjoyed myself at the LG Arena. In the past I've found SX in this country can leave me feeling flat that was certainly the case the last time I took in a Future West round at the bigger NEC hall they used a couple of years ago. I'd taken a girlfriend along and she couldn't work out what all the fuss was about - it wasn't exciting, it wasn't spectacular, it wasn't showbiz. And that's what SX should be all about - a bit like XWA wrestling. Only without the dicks in tights.

But I came away from the LG Arena a convert. With all the titles on the line the racing was great and the venue was big enough for a decent-sized track without giving the impression we were sitting in a draughty, half-empty cavernous hall. Future West promoter John Hellam and I have hardly seen eye-to-eye over the years but I've always admired the tenacious way he's come back year after year and put on a much-needed series. Because we do need a supercross - or more accurately arenacross - series in this country. Okay, we're never going to drag 70,000 fans into a football stadium like they do Stateside but as a nation we need our riders to develop and hone supercross skills. We also need to give our pro riders an opportunity to earn a bit of coin over the winter and at the same time keep their sponsors happy as well.

It's looking as though the LG Arena will be John's supercross swansong in this country with Matt Bates' Events 22 organisation moving in to take over the running of the 2012/13 indoor series. Personally I reckon he's leaving behind a legacy he on the whole can be proud of. There have been some lows along the way but the highs were bloody high. Jeremy McGrath, Guy Cooper, David Pingree, Larry Ward, Damon Bradshaw and even Stefan Everts all made appearances back in the early days and don't forget John was instrumental in getting Mike Metzger across to perform the first backflip ever seen in the UK.

Events 22's background in SX organisation is well-documented and rock-solid and this could be the catalyst needed to take the sport in this country to the next level. But for that to happen we also need the industry to come together in a show of solidarity behind a single national series. Outdoors we may be able to get away with ACU, AMCA, BSMA, MCF etc but inside if we try and compete over the limited number of decent venues available and the limited fanbase needed to make these events financially viable then we'll just be dividing and conquering ourselves.

Back to Hawkstone and after a couple of months trading emails, phonecalls and Facebook messages I finally met up with Stephen Cope, the driving force behind stolenbutnotouttherace.com. Stephen's trying to raise enough money to buy a fleet of schoolie bikes that will then be loaned to victims of bike theft so they can - as the name suggests keep racing until they can get back on their feet. It's a huge undertaking and one full of pitfalls but Stephen strikes me as a guy with a big heart and a huge determination to succeed. Check out his website for more information into how you can





INDOOR TAKEOVER!

s DBR was going to press the news broke that Matt Bates of Events 22 has agreed terms with Future West owner John Hellam to take over as the UK's major promoter of indoor racing in the UK. The deal for an undisclosed sum ensures Events 22 will be able to run a winter arenacross series in 2012/13 without competition from the Canadian organiser.

Events 22 have acquired the good will, name and the events that have been created by Future West over the last 15 years," explains Matt. "That means that throughout the winter of 2012/13 we'll be running an indoor championship. We've haven't decided on any venues or dates but we are definitely looking at a minimum of a four-round series, quite possibly more.

"There's a lot of work to be done - it's a major undertaking. We need to get the mix of dates and venues right spread across the country and make it the success it deserves to be."

For a number of years spanning the late '90s and early into the new millennium Matt ran a successful UK Supercross series that attracted the best

British riders of the time and packed out major venues across the country. After selling his operation to American giants Clear Channel he

still kept his hand in and through Events 22 promoted a number of SX events at the Belfast . Odyssey Arena.

This is where I started in event organisation. I wonder how many people around the sport still remember that. We ran some bloody good events back then and this time around we're much, much more experienced. We'll bring some great partners to it and make it a real family night out. It won't just be racing - it'll be a show with music, dancers, freestyle. To make it work it's got to be more than just a race, it's got to be an occasion."

The series will feature classes for all level of riders - from pro through to youth - and will compliment Events 22's established outdoor Red Bull Pro National and Red Bull Elite Youth

Cup championships.

"I'm excited. Genuinely excited. I'm really looking forward to getting stuck into this again and who knows where it can lead? We can do something really big with arenacross in this country but what I really need is the support of the riders. They need to be behind this, they need to be at the events it'll give them and their sponsors some brilliant exposure at a time of the year when things in this country are flat."

NEWSH*UND!

o the Swansea Beach Race has been culled due to conservation issues or

something but nobody seems all that surprised. The official word from RHL Events is that the cancelation is only a delay and the race should go ahead in September when all the correct environmental licences have been obtained and stuff.

What genuinely worries me the most about the future of this event though is the fact that last year when Events 22 initially held the tender to run the Weston Beach Enduro there was only one date in the whole of the autumn that the tides would be low enough for RHL to safely run a race in Swansea - the very same weekend as the Weston race no less!

Now, I'm no ninja when it comes to tides n' tings but surely that has to be the same dealio on an annual basis which by my reckoning means RHL are gonna have to run this year's Weston and Swansea beach races on the same day too, right? Right? Right? Ah, whatever...

While the bullsh*t surrounding the whole Swansea deal could have killed my buzz there's been plenty of stuff to be positive about too. The final round of the Future West Supercross series in the NEC complex's LG Arena was an out and out success with two epic 15-lap finals deciding the outcome of the unfortunately shortened to three rounds from five British championships. Tom Church was able to defend his Open title successfully while Nev Bradshaw took the Lites championship and the bulk of the £40,000 prize fund by being top overall scorer across the entire series – skills Breville.

A few weeks back I was lucky enough to fly out to the Husqvarna factory in Varese with PR guru Dave Plummer to check out the official launch of the factory enduro and motocross teams. It's an impressive set-up for sure and with massive amounts of technical input coming from ze Germans it looks like 2012 will be an exciting season for the off-road arm of the mighty BMW Corporation.

The enduro side of things is headed by eight-time world champion Juha Salminen. The defending E1 title holder is moving to E2 in one-two and will be supported in the premier class of the EWC by Italian stallion Alex Salvini. Matti Seistola meanwhile leads Husky's assault on the E1 class with solid back-up coming from American multi-time WORCs champ Ricky Dietrich who'll be using 2012 as a learning year in the genuine World Off-Road Championship aka the EWC.

While Husky have got a hellishly strong woods team on their hands the motocross squad is unfortunately far less likely to taste success any time soon. That's not because the factory TC250 is a dog (it's actually a very competitive bike this year) but with Alessandro Lupino, Nick Triest and Loic Larrieu taking care of business I'm not expecting to see much business taken care of if you know what I'm saying. I think you do..

What chuckles me up the most about the whole deal is the fact that team Husqvarna's woodsmen Dietrich, Seistola and Salvini would most likely smoke the chosen motocross team around an MX track with headlamps, kickstands, street-legal tyres, an eight-track sound system and possibly even an axe stuck to the side of their steeds. Crazy.

Back to motocross now and the 'brown shorts moment of the month' award goes to Shaun Simpson who cased a huge double during practice at the Valence International but got away with it, kinda.

Although Woody never crashed the impact of landing on the factory Yamaha's frame rails was transferred straight through the footpegs to the 23-year-old Scot's ankles which left 'em swollen and sore. There's some ropey video footage of the near miss on www.dirtbikerider.com and also a clip or two of Gregory Aranda clearing the jump



successfully once or twice afterwards - trust me. the thing is huge!

Somebody who didn't get away with not eating sh*t, wait a minute is that even right? Probably not so let me start again... Someone who ate sh*t big style during practice at the Hawk International was STR KTM's Nathan Parker who got the little step-up in the woods all wrong, spun himself around and crashed hard - trust me, the thing was huge!

Luckily - or so I thought at the time - Angry Nez (as I like to call him because he's so not) was wearing my GoPro so I figured that even if he was too injured to ride again for the whole season I at least had some killer footage out of it *evil laugh*. Unfortunately for me and fans of dirt bike carnage the world over, Angry Nez had somehow turned the GoatShmo from video mode to stills mode so when he pressed the 'S' button as he crossed the top of the Hawkstone hill he only took a picture of himself pressing the 'S' button as he crossed the top of the Hawkstone hill.

It's a nice picture and all and it's also nice to see the sandstone situation up there is not as bad as

everyone makes out but think of what could have been! Nathan, you've not only let me and the readers of DBR down but worst of all you've let yourself down too. The good news is Nathan's not too badly injured at all and he'll be in tip-top shape for the opener of the Maxxis series that starts on March 11.

FatCat's hosting that race and there'll be a second round this month too that'll be going off at Canada Heights on March 28 - apparently, two into one will go. For all the information you need about the 2012 Maxxis British Motocross Championship head to page 38 but in the name of impartiality let me remind you that other championships are available. Speaking of those, the Wulfsport British Masters is already in full swing after an early March start at Mallory Park and the Red Bull Pro Nationals kick off at the end of April (28/29 to be exact) down at the ever-awesome Landrake Moto Park.

Also 'appening down in the South West come April will be the epic clash that's more commonly known as the Old Friends' Race which is part of the Mike Brown Memorial meeting that's held at >>

Hi-vis Nev Bradshaw picks up the SX title he's been

chasing for so long





WIN! WIN! WIN!

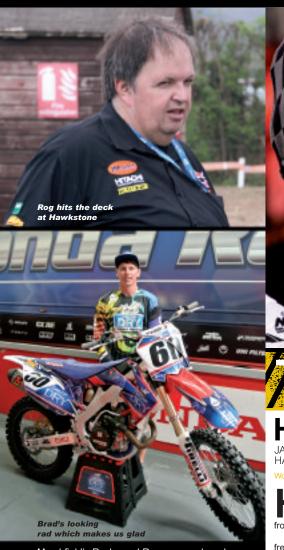
tefan Everts wore them and swore by them and now Tony Cairoli's continuing to notch up the world MX titles in Sidi Crossfire boots, all the time happy in the knowledge that his ickle Italiano tootsies are safe and sound.

If you're into a bright, colourful sport like motocross then you're going to want a bright, colourful boot to match your kit and caboodle and the Crossfire comes in a mind-boggling nine (that we counted at least) colour combinations so there's bound to be something to suit all tastes. Although, strangely, while you can get a white/white combo there's just a black version available – fingers crossed the Italian designers will realise the error of their ways and wheel out a black/black option real soon!

So we're talking awesome protection in a veritable rainbow of colours - not unlike those selection packs of novelty nodders available in all good pub toilets and, what's even better, you could have a pair of your very ownsome!

We've joined forces with those fabulous furry fellas at Feridax to give DBR readers the chance to win a pair of Sidi Crossfires worth a whopping £314.99 and to be in with a chance all you need to do is tell us the name of the island Antonio Cairoli hails from?

When you've got your answer you need to scan this QR code with your smartphone or fire up your computer and head online to where you can follow the competitions link to dirtZone and get your entry in. And then why not hit up and check out which colour combo floats your boat. The comp closes on April 5 with the winner the first correct entry drawn totally at random.



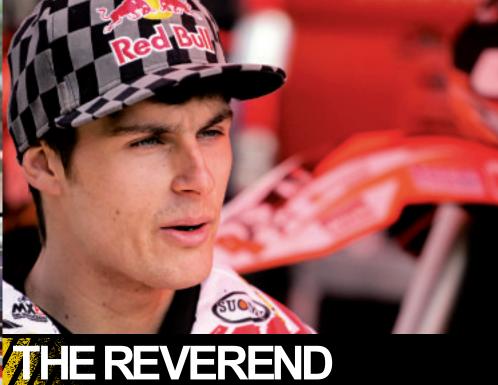
Marshfield's Rushmead Raceway each and every Good Friday (this year that's on April 6). Not only will I be making a long unawaited competitive comeback to motorcycle scrambling there'll be some jolly good riders riding too like Brit SX champ Tom Crunch, Alan and Tom Brown from MotoXtreme town, Mark Chucklebridge, John May, Rosco and his man-friend Henry Western plus heavily inked international rugby bruiser Matt Banahan-flan-tan-man plus all the usual suspects from the local AMCA group! All in all it'll be a great day of racing action that'll cost you just £5 to see and if you're under-12 it's even better cos then it's totally free!

Speaking of free, stylers that is, if you haven't already booked your tickets for the upcoming Monster Energy Masters of Dirt tour that's going off at London's Wembley Arena (March 14), Manchester's MEN Arena (March 16) and Dublin's Citywest Arena (March 24-26) get a chuffing move on cos they're selling fast! Head along to www.ticketmaster.co.uk to book yours now or if vou feel like vou need more information steer vour PC to towards www.mastersofdirt.com.

Doing some freestyling of his own down at the Hawk International was HM Plant KTM UK team boss Roger Magee who had a camper step malfunction that caused him to have a big 'un out in the car park. Ruptured tendons means Roger's leg'll be in plaster for the next few weeks at least although he's hoping to be up and at 'em for the first GP of the year in Valkenswaard!

Brad Ando's better half Hayley sent us some snaps of our current MX1 champ and his new Carlton Dry Honda that he's hoping to use to batter those barbie-eatin' Bruces from Down Under with in the upcoming Aussie MX Nationals. The series starts on fools' day at Conondale in Queensland but Brando's got his work cut out if he's gonna take the title in the 10-round series because first of all he'll have to beat 'Kiwi Bruce' aka Ben Townley, 'Braveheart Bruce' aka Billy MacKenzie and a whole heap of bona fide Bruces n'all. Good luck Brad and good luck Billiam!

Until next month keep it GoPro-side up y'all...



HARD AT IT!

JAKE'S PREPARING FOR GP GLORY WITH RACES AT VALENCE AND HAWKSTONE AND SOME SERIOUS SESSIONS IN THE SAND...

Nords by Jake Nicholls Photo by Sutty

ello again, I hope you guys are doing good! It seems like ages since I last wrote - every month I have to get the last issue of DBR out and start from there and it seems like two months ago, not one.

The first two weeks of being back were spent freezing my ass off riding on snowy/muddy/frozen tracks - like everyone else riding in the UK at that time I'm glad to see the ass end of that weather! It's been the build up to our first races of the season which came round quick but the lead up dragged like hell. As I said last time, Olly my mechanic came over for what was going to be a few days as Belgium was frozen but he ended up staying at my parents' house for two weeks with me as the weather only got worse in Belgium as well as in the UK.

We still got a lot of riding done, mainly at my track and Mepal as I could drag the snow off mine and rip the frozen bits up a bit and the guys at Mepal did a grand job over the bad two weeks and pretty much kept people in the saddle in our area. I take my hat off to them as one Saturday they closed it as it was too frozen - a lot of places would have let it open, taken people's money and let them ride and maybe get injured. I believe that if a track is totally frozen we really shouldn't ride unless we've got ice tyres like the Scandinavians. Our normal rubber doesn't do its job on that stuff and it's so dangerous. But ra-ra-ra, that's all out of the way now anyway.

So a couple of weeks ago one Wednesday I rode at my track early in the morning, packed up everything into a Transit camper and along with Blu and my mate Tom - who's living with us this season to help me with general things like driving the camper to the races - we set off for our new apartment for the year in Belgium. We turned up at 9pm and Jacky my team boss showed us in. It's ideal for us - nice and plain with plenty of room for stuff.

The next couple of days were spent going around the shops with Yentel (Jacky's son) translating for us while we searched for the cheapest washing machine and TV. We got there in the end but the old wallet took a fair hit those first couple of days - I reckon the bank man was like 'WTF he's actually splashing out for once'! Apparently, I'm tight but I know I'm not, I just don't care about nearly anything. Like for instance the bed in our room was unbearably squeaky to sleep on so we sacked that off the second night and in one of the other rooms was a bunk bed. So I came up with the cunning plan of separating the top and bottom bunk and putting them side by side on our bedroom floor, then slinging our big mattress over the top. Sure enough it's probably one of the best beds I've ever slept on but according to my ole man this makes me tight! Rubbish! I am a

motocross rider though so I have got a headstart in being tight I guess.

That Friday we made the huge hike to Valence in the South of France for our first race of the year. It's a cool schedule down there as they have two free practices on Saturday afternoon so the media can get their stuff and the riders can get dialled in. It was perfect for me as it was the first time I had rode the new bike on hardback. I felt comfortable and eventually got into the groove of the typical technical, stony, hilly French track.

Sunday went okay and I was third and fourth in the races for third overall, then 11th in the final in a straight up race against the MX1 boys and second MX2 rider home. I was fourth in that for a few laps. Then we came back to Belgium and hit up Lommel on Tuesday which was a shock to the system - I did 90 minutes riding and sucked a bit but I knew the first day in the deep sand was going to be tough plus the track was in bad shape as it was quite muddy too.

The next day we went to Lierop which was primo and I had a real good day there and I was feeling my feet again in the sand, then the day after it was testing with Olly and Jacky back at Lommel which was long but ended successfully. From there I had an easy day Friday then Saturday morning we drove to Hawkstone.

Sunday started well when I qualified first in practice but the races were not so good. I got second in both MX2 races and second MX2 in the Superfinal but I wasn't happy with how I rode at all. I felt my best at the end of the Superfinal as I relaxed and the track was nice and rough and I started to flow - I'm not sure what it was earlier on in the day but I just couldn't get going and got smoked by Arnaud. He's riding really well this year but I don't think he will ride like that at GPs - I might be very wrong but he seems to ride so much better at smaller races where there's not so many threats to him. Either way I've got time on my side to make up some ground and find my feet at the races.

I'd like to apologise for my miserable podium speeches that Blu reminded me about last night on the way home. I'm sorry for not being all smiles and I'll try to be a bit cheerier but it's difficult as naturally I'm very hard on myself. But I do appreciate that many of you guys come and watch us.

Lastly, I just heard that Mildenhall have won their long battle in court with a dickhead couple who moved there a while back - congrats to them. A big breakthrough for East Anglia on the MX front.

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JARVIS ROCKER!

he highly-acclaimed Hong Kong Fooey of hard enduro - Graham Jarvis - proves he really is number one super guy when it comes to this relatively new sport by adding yet another victory to his already lengthy list after dominating the ninth edition of the Hell's Gate epic. The mild-mannered former world trials star takes over the lead quite quickly and although he's pushed hard by holeshottin' Jonny Walker motors away to take his second Hell's Gate win

"After getting in front early on I put in a couple of good laps but then on the third I had a crash that bent the gear lever quite badly," says Graham. "I had no choice but to stop and change it so things were tight again between Jonny and myself. I put in two more good laps with no mistakes and managed to keep myself out front. It was hard to make up any real time but you could easily lose time. It was all about being consistent really, which apart from the one mistake I managed to do.

"After what happened a few years ago when I lead right up until the final climb I wasn't taking anything for granted and I didn't ease off until I got to the top of the very last hill. I was expecting Jonny to push me hard - which he did - and I enjoyed the competition. It's great to win again and keep the good start I've had to 2012 going."

Walker's equally as pleased with his result – especially after winning the morning qualifier ahead of Jarvis. "I'm well chuffed and super-stoked," says Jonny after his second ever attempt at the Hell's Gate. "I wanted to win and I believe I had the speed to match Graham but I made a few mistakes and he got away. The race is tough but I can't wait to come back next year to see if I can make it third time lucky."

RESULTS

Husaberg



THE GOOD SHIP GORDY'S DRIFTING A WEE BIT AS HE WORKS OUT HIS PLAN OF ATTACK FOR 2012

Nords by Gordon Crockard Photo by Sutty

'm in the middle of the Irish Sea which you may find is the most expensive stretch of water if you are ever to pay for the privilege to cross it. I'm on my way home from the Crockstar winter training camps I run in Spain. I've been away for the whole of February and I can tell you that I am looking forward to crawling into my own bed tonight!

It's quite an exhausting period for me, however I do enjoy the challenges that are presented to me. I haven't had any handlebar time myself on this trip, I've been too involved in helping the guys attending the camp. I did leave for one day to fly back for the last round of the British Supercross Championship in the LG Arena in Birmingham at the NEC. You likely won't believe me when I tell you that I hadn't been on my Watt Kawasaki 450 since the Belfast Supercross which was on November 19. The only bike I'd been on between those races was my old faithful Montesa trials bike on New Year's Eve.

So now I've made you think I'm full of dung you will be even more doubtful of my word when I tell you I haven't done an ounce of training since I was in Australia in November. That would all be okay if I showed up at the Birmingham event and wobbled about at the back of the pack. But indeed I can inform you with pride that I actually believe I had the legs on the entire field at the SX. I was running second in the final and closing the gap on the leader with three laps to go when I made a mistake on the section leading up to the finish triple jump. I had to go inside on the turn and through ambition I still went for the triple. I didn't get enough distance and came up short, crashing hard out of the race. In my opinion I threw away a solid second place and a potential first place. Shame. I did enjoy the track and I'm well up for next year's series when it rolls into town.

When I was in Spain I hooked up with the Ice One Kawasaki GP team. They have spent a serious amount of Kimi Raikkonen's money on buying some of the best personnel in the business. The former genius of all of KTM's four-stroke engine tuning - Kempi - is now part of the team and I'm sure he can deliver fantastic results with the Kawi motors. Dean Ferris is a super-talented Australian and Ice One have him hauling the mail on a 450. I met him at a track

and caught up on some stories about my Aussie adventure last winter. The next day he smoked Barragan and co at a Spanish national just up the road from my camp. Watch out for Dean...

I haven't committed to a championship yet for 2012. I will race somewhere every weekend, that is 100 per cent. My motivation is not in question. Norman Watt Motorcycles have provided me with a 450 Kawasaki and No Fear have sponsored me with some kit. I think what I'll do is to calculate which races I can earn more in prize money than spend on doing the race. I am guaranteed to be spending on entries, diesel, ferries, tyres, fuel etc but unfortunately have to face rolling the dice in terms of earning enough prize money back to cover the costs and earn a couple of quid. I will also include in my calculations which tracks I enjoy racing and attending as a rider.

Along with doing my own races I will continue to carry out my MX coaching services. I concentrate on one-to-one coaching as I find this to be the most efficient method for the pupil to learn precisely how to correct the faults in his own technique. www.crockstar.co.uk will give you the info if you are interested.

Many times over the last month I have had to remind myself of Winston Churchill's quote 'if you are going through hell, keep going'. I have had a few wee difficulties to get through and I did thankfully. I'll be sad to not be on the line at FatCat for the opening round of the Maxxis British championship. This will be the first time in 15 years that I'll miss it.

Now that I have the camps in Spain finished for 2012 I can get stuck into getting up to maximum condition for my own racing efforts. Josh Brookes is living at my house again this year so I've got a good training partner to suffer the pain with. He's in really good shape at the moment so I'm going to have to get my finger out sharp.

I'm going to look at a boat tomorrow which myself and seven mates intend to sail to the Isle Of Man TT Races this June. We have a qualified skipper so I don't expect a repeat of the Titanic to happen but you never know!





comp closes on April 5 with the winner the first correct entry drawn totally at random.

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kitbag that very evening.

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VORDY

ACE RUSTY!

AFTER A SIX-MONTH BREAK FROM RACING MOTOCROSS SWORDY GETS BACK IN THE SADDLE AT HAWKSTONE...

Words by Stephen Sword Photo by Sutty

he race season got under way for me at the Hawkstone Park International. It was great to be back at the races - my last motocross event was Foxhill last year which was over six months ago.

Jodie, Ayrton and I headed up to Hawkstone on the Saturday afternoon in the van. We went straight to the track to have a look around. The circuit looked really good with a few small changes. I dropped my practice bike off for Paul to give her the once-over so she was ready to go for the following week. I also caught up with a lot of my old GP mates who were there - it was good to see them and have a natter. I had a hotel booked in Telford so we headed back there to have food with Adam, Arnie and some friends before an early night.

The race itself could have gone better but I used it more as a warm-up. I didn't expect to do that great to be honest. A bit race rusty to say the least! The track was in good shape but very tough and got tougher as the day went on. Qualifying went okay and I ended up eighth so was happy with that and in the first race I got a good start and was around fifth. But I crashed on the second lap then halfway through the race my goggles broke so I pulled in for some spare ones but lost a lot of positions and ended up 16th.

Race two was slightly better - I got another good start and rode a steady race to end up 10th. For race three we made some big changes to the bike with the suspension and I got a terrible start so had to fight my way through. The MX2 boys went off five seconds before us so that made me right at the back. I got up to 14th and was riding the best I'd rode all day but still not where I would like. Then two laps from the end my back wheel broke up as I jumped into the bomb hole. A few laps before I got a rock stuck in the rear wheel which broke a load of spokes which made the wheel weak until eventually it broke.

Not the best day but that's the first one out

the way and I'm uninjured. Ayrton enjoyed himself and was fast asleep before we even hit the main road on the way out. The sand and fresh air knackered him out.

I went swimming the next day just to loosen off my body, rested up on Tuesday and then headed up to FatCat on Wednesday for some practice. I'm just getting all my kit and stuff ready to head up to Scotland to race the first Scottish championship round at Leuchars. It's going to be the first time I've ever raced a Scottish championship event which will be cool. I hear the track is pretty awesome and sandy so it's good preparation for FatCat on March 11. I'm not sure if I'm driving or flying yet, if I drive I may stop off at home for the night on the way up. The next couple of weeks are just about focusing on FatCat to be more prepared for a good result there.

My brother got us two tickets to watch Man United v Liverpool the other week so I met him up at old Trafford to watch that. It was great to watch and a great day out. After the match I had some food with him at the Trafford Centre before we both headed our separate ways home. I had my orders from Ayrton before I left to get him a new train from Thomas the Tank Engine that he's been wanting. I searched the whole shopping centre for it but had no joy. He was not too impressed when I got home empty-handed.

He's Thomas the Tank mad at the minute it's 24/7. It was fancy dress at his nursery today so he has gone as Spiderman. Obviously, Thomas was first choice but you can't get a Thomas outfit for love nor money. Spiderman looks pretty cool though! The little girl is now six months old and she is growing up quickly, too quickly for Jodie's liking. She'll be wanting another one shortly!

Not a great deal else happening really, just looking forward to FatCat and the upcoming races. See you there!





CIAO DIEGO

TRIALS LOSES A LEGEND

readful news emerging from Italy in February reported the death, after a heart attack, of former world trials vice-champion Diego Bosis at the distressingly young age of 44.
A delightful, modest man who had the misfortune to be at his peak at the same time as the great Spaniard Jordi Tarres, Bosis enjoyed one of the most extensive careers in world trials history. He contested 200 world rounds between 1984 and 2006 and represented his country in the Trials des Nations every year from 1986 until 2007 when just shy of his 40th birthday.

Born in Bergamo, 25 miles north east of Milan, Diego won his first Italian national crown - the FMI Cadet Trophy - as a 14-year-old on a 50cc Fantic in 1982. He blossomed quickly. Junior Italian champion on a 125 Fantic two years later, he entered the world series, finishing 14th and improved to eighth a year later. Full-blown Senior Italian champ on a Montesa by 1986, he'd also moved into the top six in the world and was signed up by the fledgling Aprilia team to develop their new trials iron. The effect was electrifying!
Bosis seized his maiden world round

victory in North America at Bodines in Pennsylvania - the first ever Italian winner of a world championship trial - and finished second in the title chase to Tarres. He topped off an incredible season by leading his country to its only ever victory in the Trial des Nations at Tampere in Finland.

In 1988 Diego dropped to fifth behind a colossal struggle between Tarres and ultimate champion Thierry Michaud but sprang back to form the following year, third behind the same duo. Then in 1990 he was back on the tail of Tarres, winning at Bilstain in Belgium and Viella in Spain on his way to another vice-champion's medal. He also finished second to Tarres in the British round that year at Merthyr Tydfil in testing, greasy conditions where his sublime, relaxed riding style and immaculate technique paid dividends.

Those silken skills also enabled Bosis to make a big impact in the new-fangled indoor arenas and he whipped pre-event favourites Tarres and Michaud to win the inaugural Bercy 'Trial Master' in a packed Palais Omnisports in Paris. But when I interviewed Bosis in the twilight of his remarkable career, he admitted that he never entered an event truly believing he could defeat Jordi. "He was mentally much stronger than me," smiled a rider who was possibly just too nice to be king!

He moved back to Fantic in 1991, conquered France and the British round at Hoghton Tower in Lancashire and ended the year joint second in the table with Aprilia's new signing Tommi Ahvala – both behind that man Tarres, although he once more pasted them both in Paris Bercy to become a Palais Omnisports legend! Ahvala went on to claim Aprilia's first world title in 1992 with Bosis third (behind Tarres!) despite a hat-trick of successes, winning once more at Bilstain and

in the British round up at Fort William and claiming his first homeland triumph at Camerino. He also made his mark in the new 'FIM Indoor GP' series at the end of that year, beating Tarres three times on Spanish soil in Girona, Granada and San Sebastian but losing out overall to Tommi Ahvala. Second again! He would go on to compete in 29 world indoor rounds all told, winning three and securing 10 podiums.

Finishing 10th outdoors in '93, he moved to Beta and up to seventh in 1994, earning his last world round victory rather appropriately back in Italy. Bosis continued to contest the world championship full-time until 2000 and eventually reached 200 rounds at the Italian GP in Boario in 2006, aged 38, having achieved nine victories and almost 50 podiums. His 22nd and final outing as a member of the Italian des Nations squad was at Douglas on the Isle of Man in 2007 and he continued to contest the Italian national championship in which he won six titles was eight times runner-up and finished fourth in 2009 against a completely new generation

Diego Bosis just loved and lived for trials. He came over and competed in last year's Scottish Six Days Trial - revisiting the scene of one of his greatest triumphs - and during the past two seasons had worked with the FIM Trial Commission as section designer for world championship events. He was a lovely bloke who will be sorely missed.

Jack Burnicle



HAVE A GO HEROES!

THE TOUGH ONE FOR THE NOT-SO-TOUGH...

antmawr Quarry may be famous as the home of WOR Events' The Tough One extreme enduro but it's nice to know you don't have to be a top-flight rider to crash and burn within its imposing walls.

Steve Ireland's team are also quite happy to heap pain and suffering upon more mortal men (and women) which was the idea behind the Guts and Glory mini extreme race at the end of February. Y'know, suffering shared is suffering doubled.

"The idea's a simple one," says Steve.
"Create something achievable that's still
extreme including the tyres, some logs, the
root of all evil and the easier part of the
boulder dash. Mixed with some easier going
around the quarry boundaries the normal
punter can have a go without the intimidation
of the huge crowds and the likes of the world's
best extreme riders like Graham Jarvis using
them as grip.

"This event was a 100 per cent success and riders were already asking when the next one will be. It really is a fun thing to be involved in and riders really get a sense of satisfaction when they complete something like this on a motorcycle."

For full details of forthcoming WOR Events go to www.worevents.com





MAX POWER

SNOW BUSINESS!

WHEN HE GETS A BREAK FROM TRAINING MAX IS SHREDDING THE SLOPES OF BIG BEAR MOUNTAIN...

Words by Max Anstie Photo by Ste Cox

o the three musketeers have arrived – England boys that I've never met before – and they were driving me mental! Ha, not really, they were just bad drivers! Since SX finished for the West Coast I've had a 450 to train on for motocross. The boys have been training with me and in between getting the van stuck on my SX track, the exhaust falling off the van and driving up Big Bear Mountain for five hours at 15mph, Jack Scurfield and Bruce and Jake Eadle have been doing all right!

Our first adventure began on a wet and cold day in SoCal when we decided to hit the Big Bear Mountain with the ARMA Energy SNX boys and shred the slopes. The ARMA crew were heading up to Big Bear with their pro skier and pro wake boarder to film a sweet video where on one day we all go skiing, the next wake boarding and then they have to ride with me around Pala.

So we left bright and early in our mega Scooby van to trudge slowly up the mountain. About halfway it was like a blizzard and they wouldn't let us any further because we didn't have chains on our tyres. So we did a deal with the local Eskimo, strapped some chains to the Scooby and continued our journey. Five hours later Jake – the best driver since Hamilton – made it to the slopes. We headed straight to the top black diamond run and began to shred – well we did once they stopped the ski lift as Bruce crashed getting off. After that he was off – head down, poles up...speed! So as you can tell we had a great day scraping Brucey off the deck and watching the pros do backflips and stuff.

My best bro Sippy hooked it up and got me a sweet BMX so I have been out digging day and night to build some massive jumps. We went food shopping for the first time on our own and ended up spending loads of money and not really getting a lot. Jake tried jumping over a hedge and gimped himself when he landed and

thought he broke his foot. We got home and Jack and I had a sweet boxing match where I beat seven shades of poop out of him. I have been doing loads of college work doing accounting and computer technology – for some reason I have to do the classes to get my credits!

Swervin' still smoked all of us on the pit bikes – he was like a man possessed, scrubbing around my SX track and smashing the lap record. Kingston my lil' bro' can walk now. Still haven't heard from my lil bro Taylor in England for like six months which sucks as he's nearly nine now. If you've seen Taylor please tell him Daddy, Dev, Max, Zoey and his lil' bro' Kingston miss him!

In between all that I have been smashing laps around Pala and running with the mountain lions. I hope everyone has stepped it up in the off-season because I'm so fast the other night I hit the light switch in my bedroom and was in bed before the room was dark.

If you want to come out and have a bit of fun riding in America this is how it works... \$400 a week will cover your lodging and training with us - all you need to do is get over to us here in Southern California with your gear (or buy it here if you want) and we'll pick you up from the airport. You can ride, train and hang with us every day - we have our own gym on the property - and purchase your bike of choice at a discounted price from our local dealer. Temecula Motorsports. Chip in for a bit of the groceries with me and you're set! You'll have the bike you want - new or used for a great price, you can take it back when you are done and you'll get to do four to five days a week training and riding with us.

If you have any questions email me at max.anstie@yahoo.com



Q: Kurt, describe the pain we all used to experience during a training session with absolute legend Mr Roy Carter at his gym back in the day...

eoff Walker, Brizzal

A: "Those days in Roy's gym seem like 100 years ago. Some of the exercise regimes that he put us through back then were brutal, he would probably be locked up nowadays or at least have his licence revoked!"

Q: What made you want to leave the UK for California? Simon Daniels, Kent

A: "I've travelled around a lot since I started pro motocross - living in Belgium, France and Austria at different times. There are many reasons why I finally settled in California - I really wanted to see KTM succeed in supercross, I wanted to race all the AMA supermoto series, I love the year-round sunshine and I married a gorgeous American girl!"

Q: If you could relive one day of your motocross career which would it be and why?

Jason Blakely, South Shields

A: "I would love to relive the 1994 MX des Nations! At the time we all knew that we were making history but I guess that we didn't know that it would be another 18 years - at least - until GB could pull it off again. Nowadays, I know how to celebrate harder and better...

Q: Is there a bit of you that wishes you were still KTM's Sports Manager?

Dean Ryan, Bournemouth

A: "No, as the cliché goes, 'my job here is done'. I enjoyed terrific times as Motocross Manager and Sports Director at KTM but by 2009 I was not as effective as earlier on. I think that I had done the same thing for too long and I needed a change. I made a whole bunch of important changes to KTM Racing while I was in Austria and then the USA but it needed fresh faces to keep the momentum going. Stefan Everts and Pit Beirer have done a great job forcing the changes that were needed on the bikes to compete in supercross



KURT NIGOLL

FOUR TIMES A WORLD 500cc RUNNER-UP, KURT NICOLL'S ALSO WON AMA SUPERMOTO AND ENDUROCROSS TITLES AND NOW LIVES IN CALIFORNIA WHERE HE HANGS OUT WITH THE NITRO CIRCUS CREW...

Interview by JP O'Connell Photo by Jack Burnicle

and Roger De Coster was a great choice to attract the riders needed in the USA.

Q: Since being involved with the Nitro Circus crew have you had to desensitise your fear emotion and grow even bigger cojones than you already had?

Euan McCraild, Oxford

A: "This group of guys have a great ability to force people into doing things that are way outside of their comfort zone! I backflipped a bicycle but missed the foam pit on my third flip and separated my shoulder - I decided not to progress to a dirt bike after that! It is an amazing amount of fun to be involved with Travis and the Nitro Circus but my job is to try and make the company run every day, not to ruin myself on the stunts!'

Q: I remember when you when you won all three races at the last GP of '92, only to lose the championship by two points to Jobe. It was heartbreaking enough to take as a fan so how did you manage to put that behind you and move forward?

Neil Lee, Gosport

A: "It was very difficult. At the time I felt that I was doing the correct thing by riding my own races and allowing Georges to do the same. Over the following years I often wondered whether I should have slowed the pace and at least tried to give someone else a chance to get between us. It took about 12 years to finally get over the disappointment - I honestly think that the AMA supermoto title in 2004 finally laid those ahosts to rest.

Q: Do you avoid #2 like most people avoid #13? Tim Allberry, Crewkerne

A: "Ha ha, I like the number 13! It's certainly been a source of fun for everyone – they gave me #2222 when I first raced a GNCC National in Florida! Still people are astonished when I tell them that I have four second

places in the world MX championships. As I moved into my 40s I really felt a big change in my mental approach that means that I have won every title since that has come down to the wire in supermoto and endurocross - I just learned how to do that a little later than I might

Q: Do you follow the GPs and if so do you feel that they have changed for the better since your retirement from full-time racing?

Jordan Clarke, Torquay

A: "I don't follow them as closely as I did although I raced the Vet class at the US GP in 2010 so I got to see that race. My dad still works as Race Director with the FIM so he keeps me updated. I think that things have changed for the better since the 1990s although I think that the great 1980s with full factory bikes and all the major manufacturers putting teams together were fantastic in a different way.

Q: If you could pick a track and any five riders in their prime for you to race in a winner-takes-all 40-minute moto, where would you go and who would they be? Bryan Steele, Limerick

A: "I'd pick five slow guys and put them on my favourite track so that I can win! Truly, it would be an honour to line up against the five riders that I think are the best that I ever raced against during complete championship seasons – Dave Thorpe, Eric Geboers, Georges Jobe, Stefan Everts and Greg Albertyn. If we did it in the UK then I would choose Dave Thorpe, Rob Herring, Paul Malin, Jamie Dobb and Jeremy Whatley. Farleigh Castle would still be my venue of choice.

Q: What are the three most memorable things that have happened throughout all areas of your career? Dobb, Derby

A: "In my full-time racing career then the MX des Nations win in 1994 definitely ranks as the high point. As a team manager then my greatest achievement was your world title in 2001 - you should have won more titles through the 1990s but you struggled to apply yourself. Everyone at KTM said that I was crazy to sign you but together we had two great seasons of hard work that culminated in the 125cc world title. Since moving to the USA my supermoto title in 2004 was amazing. I was over 20 points behind going into the last race and managed to pull it out of the bag. It was on the same weekend as my 40th birthday!

Q: Kurt, you once told me you'd have dearly loved to race against Graham Noyce in his prime. As that never happened, who was the greatest of your many rivals and what made him so special?

lack Burnicle, Wallasey

A: "As you know Jack, Graham was my hero as a boy growing up. After Noycey, I think that I can narrow my greatest rival down to one - Dave Thorpe. We are both British, we raced against each other hundreds of times and he was the rider that I measured my achievements against. Sometimes our rivalry was friendly, sometimes not but I always admired his dedication and talent. Graham and then David set examples that led to an amazing glut of British talent in the 1980s - it is easy to forget that during that decade riders such as Anstie, Banks, Whatley, Nicholls, Andrews etc could finish on the podium of a GP one week but then struggle to get a top five in a British championship race the next!'

JAMIE DOBB AND TRAVIS PASTRANA

A PAIR OF PROBES

Next month we've got 2001 world 125cc champ Jamie Dobb in the hot seat and he'll be followed in our June issue by Nitro Circus legend Travis Pastrana. Email your questions to dbrproprob







Interviews and photos by JP O'Connell

DBR: Who would play you in a film of your life? SD: "Someone that's a bit crazy, lives by the wire maybe Mel Gibson, he's a bit out there!' **RM:** "Clint Eastwood I think."

DBR: What was the last lie you told and who was it to? SD: "Probably the council when I told them that the British GP would be a nice quiet event!"

RM: "Probably to one of the property developers telling them that I had their street light design done.

DBR: Could you check your own valve clearances?

SD: "That would be yes!"

RM: "Nope, definitely not."

DBR: Something you eat that you know you shouldn't? SD: "When I'm busy with the team it tends to be energy drinks and chocolate for breakfast."

RM: "Apple crumble and custard."

DBR: Your rider's on the leader's rear wheel - would you expect him to take him out in the last corner? SD: "Yes."

RM: "If he couldn't do it with a clean pass and it was the last corner - well, that's part of racing!

DBR: What is your most prized material possession? SD: "I'm not really a materialistic person. To be honest I value my happiness over everything else.

RM: "I think that would have to be my camper van."

DBR: What's been the highlight of your career so far? **SD**: "Probably taking Billy Mac from a 14-year-old rider to winning his first GP."

RM: "I would have to say that it was the entire '08 season. Shaun won the British championship as well as finishing fourth in the world in MX2 - it would have been third but we were just squeezed out by a few points in the last round!"

DBR: What car do you drive? SD: "A Nissan Primastar van." RM: "Mercedes M class."

DBR: And if money was no object?

SD: "Martin from Bike-It has a Lamborghini Gallardo that I've driven and I quite liked that."

RM: "Probably a Bentley to keep my daughter happy. She had a lift in one a few years back and came back asking if we could have one!" DBR: Have any of your riders ever blamed a poor result of your neck stand up." on a non-existent mechanical issue?

SD: "I don't think so. I know of riders that have but

thankfully they were never my riders." ${\bf RM:}$ "I would have to say yes but we're not going to name names and it was going back a few years.

DBR: If you could change anything about yourself what would it be?

SD: "To be able to do what I do and still be on time for planes!'

RM: "I would like to lose some weight, that's the main thing I haven't looked after in the last few years.

DBR: If you could meet any person - dead or alive who would it be?

SD: "It would be my dad."

RM: "I think probably George Best."

DBR: If you could have any super power for a week what would it be?

SD: "The ability to cure people."

RM: "To be able to live forever."

DBR: If you were shipwrecked on an island what three things would you want with you?

SD: "My wife, matches and a fishing rod."
RM: "My wife, my daughter and my mobile phone."

DBR: The most embarrassing thing you've done

SD: "On my stag do I ended up totally naked in a pub before being pushed down Bournemouth high street in a wheelie bin - and then two days before the wedding my mates shaved my eyebrows off and then I missed my flight to Ireland for the wedding itself!"

RM: "I don't drink that much or that often but certainly in Portugal, about 20 years ago, I started playing the organ to Forty Shades of Green in one of the bars unfortunately the Portuguese didn't know it!"

DBR: Favourite race you've watched your riders in? SD: "The most exciting and nerve wracking was probably my first GP win with Paul Malin back in '95 at Foxhill. It was pretty memorable, probably more so than the des Nations win.'

RM: "It probably has to be the GP in Sweden in 2008 where Shaun Simpson eventually got a podium with third. In the second race the battle he had with Cairoli was enough to make the hairs on the back

DBR: Be honest, how often do you Google yourself? **SD:** "[Laughing] Probably two or three times a year. I'm outdone though as the news reader Steve Dixon takes up the first three pages!'

RM: "I've probably done it twice."

DBR: Blonde or brunette?

SD: "Blonde."

RM: "It doesn't matter, it's more about personality."

DBR: Is one of your riders winning a race better than sex?

SD: "No!"

RM: "Well let me put it like this, it's a lot longer since I won a race than I have the other - is that a good enough answer?"

DBR: What's your favourite film?

SD: "Anything like American Pie, Porky's or the Inbetweeners

RM: "It has to be On Any Sunday."

DBR: What's your most annoying habit?

SD: "Definitely being late."

RM: "I don't know if it's a bad habit but something along the lines of I don't suffer fools gladly.'

DBR: What's the worst motocross-related decision

you've made during your career?

SD: "Probably having Billy MacKenzie, Mark Jones and Jason Higgs all riding for me at the same time - it just created a party fest!"

RM: "Probably not going to Bulgaria in '08 when Shaun Simpson put it on the podium. I'm sat at home watching it on TV as he leads the whole race until Tommy passes him in the last corner."

DBR: If you had to permanently give up either the internet, mobile phone or TV which would it be?

SD: "TV." RM: "TV."

else knows?

DBR: Something about yourself that nobody

SD: "When I was younger I turned down trips to America and Japan because I was afraid of flying over the Bermuda Triangle.

RM: "I was school badminton champion."



BLARNEY



Words by Stevie Mills Photo by Sutty

awkstone Park – new teams pack the paddock, riders strut their stuff in brand spanking new race kit, everyone is upbeat and ready to kill!

The Irish Armada practically commandeered all boats leaving from Dublin on the Friday night before Hawkstone. Some riders were making their first appearance on the big stage, some have been there before, all of them were eager to get the season under way.

Samsung Yamaha's 'G-Man' Graeme Irwin was hot to trot aboard his YZ250F, running at the sharp end of the pack and looking really comfortable at around the same pace as Jake and EBB. A fighting fifth place finish in the first moto was his reward. A retirement in the second moto killed the G-Man's overall performance although he enjoyed running against the big guns of the MX1 class in the Superfinal, taking 15th in a very strong field.

The Tyco Suzuki by TAS squad looked the dog's danglies in their spanking new livery. Stuey Edmonds rode well and with 10-11 finishes claimed 12th overall. Swordy looked good in qualification and posted eighth fastest time but following a decent start the ex-British champion ended downfield in the first moto after a crash and then being forced to pit for new goggles. Okay, so 13th overall is not what Swordy is all

about but Hawkstone was about fine tuning for when the real game starts in March.

Over in the green camp Marty Barr opened his scorecard aboard his LPE Kawasaki 450F with a top 10 overall finish, running 11-6 in the MX1 class.

The Belfast Motorcycle Show – traditionally a dirt-free deal – seems to have attracted quite an interest from the off-road community. This year there was a real feeling that motocross is about to become a permanent and growing feature and the Carrick club were there in force while EVO Ireland's President Tubman and crew had a lovely display of gladiators from a life gone by.

Ireland's new and improved KTM race team were also there in force. Suitor Brothers Racing have really stepped up to the mark for 2012, signing Ulster MX1 champ Richard Bird and Drew Goudy to fight for championship glory in the premier classes. Team boss Rowley Suitor is extremely passionate about motocross at all levels and in terms of numbers his outfit's right up there with a football team. He's also got a big selection of sponsors including such brands as Norman Watt Motorcycles, Fox clothing, Risk Racing Europe, Polisport Plastics, Putoline Oils, RFX Filters, Dunlop Tyres and MXM.

By the time you get your pinkies on this month's DBR the traditional March Hare at

Donemana will already have come and gone. Just who will be king for a day? Will it be Ulster champion Ricky Bird who comes out all guns blazing or will it be the Watt Motorcycles/No Fear Kawasaki riding Irish champ Tommy Merton who usually starts the season off strongly?

Big Yellow will have plenty to shout about with Gary Gibson and Robert Hamilton both Suzuki-mounted for 2012 and both well capable of taking race wins on their day. But who will be flying the Honda flag? Michael McCammond will be the sole JAR Honda pilot at the season opener as team-mate and multi Irish and Ulster champion Wayne Garrett is only just starting to ride again following a nine-month lay-off due to injury. Wayne has been easing his way back into racing and although he worked at keeping his base fitness up there is no substitute for bike time.

Since signing with Jonathan Rea's Honda squad during the winter Wayne has been looking forward to making his presence felt at British championship level towards the mid-season mark while his main focus is to reward the JAR team with Irish and Ulster titles in 2012.

See you at the startgate...



NICK WEY - MORE THAN A SPONSOR IT'S AN ADVANTAGE

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EVO HANDLEBARS

MODEL: THROTTLE TUBE Type: Twister

MODEL: EVO (BLACK)

SE HANDLEBARS



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HANDLEBAR PADS

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JONTY'S BOX



Words by Jonty Edmunds Photo by Nuno Laranjeira

n a little over six months time Britain could be celebrating victory at the International Six Days Enduro in Germany in the Junior Trophy category. It's a bold statement I know but if the impressive performances of Danny McCanney, Jonny Walker and Alex Rockwell continue as well as those from whoever will be the team's fourth member - Jack Rowland, Jamie McCanney, Jordan Scott etc - it certainly could happen

Saying it could happen is, I accept, more than a little vague. After all it could rain next Tuesday. It could be that they run out of chicken and bacon sandwiches in the M&S at Gatwick Airport during the second week in April. But saying that the four-rider team could win is about as precise a prediction as can be made. As much as I'd like to say 'they will win', that's something no-one's sure of.

The reality of the situation is that in the UK today we do have young riders capable as they're already starting to do – of making an impression on the international scene and 2012 will see four of them commit to international competition like never before. And while having four young riders compete internationally might not sound like much it's a major step in the right direction.

Jonny Walker is undoubtedly the 'up and coming' Brit who's so far enjoyed the most international success. Thanks to some stellar results in the FIM SuperEnduro World Championship as well as at Erzberg, the 2011 ISDE, Sea To Sky and most recently Hell's Gate, Jonny's already showed that despite his relative lack of experience he most certainly has the talent and determination to succeed

I don't think it'll be too long before McCanney brothers - Danny and Jamie - and their Manx neighbour Alex Rockwell also start getting themselves noticed internationally. While it won't be in extreme or indoor enduro events that they'll be chasing success, in the ultra-competitive Enduro World Championship arena all I'm sure will soon show just what they're capable of.
Jonny, Danny, Jamie and Alex have all picked

up factory support of some description for 2012 ensuring they have the material and the backing to step forward with confidence. It's been a good few years since a British youngster had his talents recognised and subsequently been offered 'serious' backing.

Not only will their participation in the EWC increase interest in the series here in Blighty, it'll also prepare them well for enduro's most prestigious team event - the ISDE. But will Britain's youngsters be able to improve from their third place result in 2011?

In terms of riding ability it's a definite yes as far as I'm concerned. With dramatically less experience than they'll have in Germany at the end of September, Britain's Junior Trophy Team have already showed that they can mix it with Europe's leading enduro nations. The question mark surrounds two things - funding and support.

Britain's shoestring ISDE budget doesn't

come close to those the Italians and French have which means despite ability British riders are at a distinct disadvantage from the start. Just with any sporting event, a bigger budget means more can be done right which ultimately has an impact on any team's performance.

Don't get me wrong, a lot can be achieved with little budget - DK managed to top the event overall with minimal support a few years back but in recent years things have changed in regard to seriously competing at the top end at the six days. Manpower - the ability to have enough of the right people out and about and wherever needed - arguably means more today than it's ever done.

In comparison to the French and Italian federation efforts, Britain's participation isn't in the same league. That's no disrespect to the ACU or anyone involved in the management of the Trophy or Junior Trophy teams, it's just fact. With physios, chefs and a fleet of brand new machines what certain other federations are able to offer their riders - in addition to bonuses and the fact that their riders don't pay for anything is almost immeasurable in contrast to what the British riders have to pay for, provide and receive.

It's frustrating that we now have the talent to compete seriously at the ISDE - in the Junior Trophy competition at least - but not the funding to match that talent. But what's sad is that were Britain's talented enduro youngsters potential Olympians they'd be more support and funding for them that they'd know what to do with...

UFO

WARRIOR H1 HELMET

With a choice of seven new designs for 2012 the UFO Warrior H1 helmet – one of the lightest on the market – continues to kick butt in the off-road world. Ideal for use with neck braces and coming with a fully removable and washable liner as well as a peak extender for extreme conditions, the Warrior H1 is the perfect helmet for the serious racer which is why it's used by the Monster Energy Bike-It Yamaha squad which is without doubt the winningest race team in the history of

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FMF RACING

CASUAL CLOTHING

FMF are already well-known for supplying some pretty sweet high performance exhausts and associated products for dirt bikes as well as being pretty big players in the casual clothing business, especially back in SoCal where the company is based. If you're a fan of that particular look you can now wear what the Cali brosephs and hosephs have been rocking for ages thanks to Jett26 who are bringing in the full range of FMF casual duds to these very shores..

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SMITH

FUEL V.2 SWEAT-X GOGGLES

'It's a deal, it's a steal, it's the sale of the f*cking century' is what I thought when I originally read that these Smith Fuel V.2 goggles – that come ready to race with roll-offs by the way – were priced at a penny less than 40 bucks! That my friends is an absolute bargain and a deal that's available every day of the week from your local Smith emporium. Amazing.

Price: £39.99 Supplier: racefx.co.uk Contact: 0845 450 1448









EVS R4

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The EVS R4 neck brace helps reduce the risk of axial compression, hyperflexion, hyperextension and lateral hyperflexion, is easy to slip into with its front-loader entry system and works well with many EVS roost protectors. Check it out at an EVS dealer near you...

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FAMOUS STARS AND STRAPS

Okay, so you fecked up V-Day by buying your loved one choccies and a stuffed bear and since then she's been holding back on the good stuff – so what ya gonna do? Well, Freestyle Xtreme have everything you need to sweeten up yo' missus with this fresher than Femfresh Stars and Straps casual gear that's guaranteed to end that dry spell. Check it out online...

Price: see website Supplier: freestylextreme.com Contact: 0117 304 9561



O'NEAL

ELEMENT RACEWEAR

l've always been a fan of O'Neal racewear as it's high quality shiz. The same can even be said of this Element racewear that – priced at £130 for a full set – is O'Neal's 'value' kit if you will and it is great value. It's not until you feel it and try it on for yourself that you'll really understand so my challenge to you is this – find an O'Neal dealer in your vicinity and go check some out for yourself, you won't be disappointed.

Price: Jersey £29.99 Pants £79.99

Gloves £19 99

Price: £6.96

Supplier: flidistribution.co.uk Contact: 0161 304 8555



GAERNE

SGJ BOOTS

If you lived anywhere other than the UK then you could only get these SG-J boots (the J is for iunior because these is kiddies' boots innit) in white or black but since you're lucky enough to live in the land where DBR is produced – which let's be honest is probably reward enough – you can also have 'em in orange which makes 'em ideal for pint-sized KTM pilots...

Price: £140 Supplier: mrsltd.co.uk Contact: 01423 772885



SHOT

DEVO BLAST RACEWEAR

Given the good old double thumbs up of awesomeness by our chief enduro tester Geoff Walker, this 2012 Shot racewear is available right here and now in the UK for all you hip n' happenin' dirt-scoot ridin' human beings to grip it and rip it with, or something.

Price: Jersey £25.99 Trousers £89.99 Gloves £21.99

Supplier: feridax.com Contact: 01384 413841

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Make your bits sparkle, shine and smell like sweet cherry wine with a lovely can of Silicon Shine. Since it's made right here in the UK by Muc-Off you already know it's top swag so I'm gonna be ecologically friendly and save some energy by leaving it at that...

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Price: see website Supplier: wemoto.com Contact: 01273 597072





will protect your eyes while looking at yo' momma-in-law's preposterously large – and let's face it ridiculously hairy – rear will only damage 'em. So do yourself a favour and make sure you've got the right Dragon 'products' strapped to your face - know what I'm saying?

GREAT SWAG UP FOR GRABS WITH DIRTZONE

Every month we're going to be trawling though the pages of our dirt bike-devoted social networking site dirtZone searching for med comment, intelligent insight, pretty pics and other stuff that just flat-out makes us laugh – and then handing out prizes to the dirtZone members who've posted it up. If you've got something to share then point your PC at www.dirtbikerider.com, sign up or log in to dirtZone and get posting! There's 5,000 loyalty points for every post we publish..

COMMENT OF THE MONTH

"JUST GOT BACK FROM **HAWKSTONE** — **GREAT DAY**, WEATHER, RACING AND **BLOODY GOOD RIDERS!"**

Hiding behind an image of Mr T, 42-year-old Jon (Skippy) from Stourbridge had plenty of positive stuff to say about the Hawk International and he no doubt pities the fool who's stupid enough to argue! For being a sharebear about his big day out Jon wins a pair of Etnies, some Muc-Off and gets an extra 5,000 loyalty points which'll more than double his tally! Oh, what's that Skippy? There's someone stuck in the well?



CHATTER OF THE MONTH

"STEWART AND DUNGEY BOTH NEED TO WORK ON THEIR STARTS! BARCIA ALREADY SEEMS TO HAVE FOUND A DISLIKE FOR K-ROC! BOGLE HAS GOT SKILLS FOR A ROOKIE BUT FIGHTS LIKE A GIRL! K-ROC HAS ALREADY FOUND HIS SPEED AND LOOKS GOOD FOR THE TITLE! DURHAM HAS IMPROVED MASSIVELY NOW HE'S GOT QUALITY KIT! MOTOCONCEPTS ARE THE HOLESHOT BIKES! AND NOT EVEN SPEEDY REEDY IS ON THE SAME LEVEL AS VILLOPOTO!"

Blimey, that's quite the mouthful there from young gun Ollie Hayward on the subject of this year's SX series. If you want to chip in with your opinion join the conversation, only at dirtZone!



If your dirtZone post appears on this page you'll win a one-litre bottle of marvellous Muc-Off bike cleaner* – unless you live outside Britain in which case we'll send you some of Muc-Off's brilliant brushes and wipes instead... *One bottle per member per month



PICTURE OF THE MONTH

Month is small-wheel 85cc pilot Elliot Jackson who's quite literally chasing seagulls at home in Jersey. Not only is the leap itself quite impressive the fact that Elliot's chucking out a picture perfect suicide no-hander is the icing on the cake - good work peeps!

MEMBER OF THE MONTH

Canny Welshman Mark Houlding pretty much summed up the thoughts of a motocrossing nation with his comment about the Hawk International – "Hawkstone was class - the track, the crowd, the racing, mega! Buzzing for season ahead, let's get it blasting." A big Jake Nicholls fan, the 24-year-old was looking for a strong performance from the JM Nestaan KTM rider at Hawkstone and wasn't too disappointed to see The Reverend snatch second overall. Mark's also a keen racer himself and has some ace pictures of him racing on his dirtZone profile. As dirtZone Member of the Month Mark wins a pair of Pirelli tyres, some Muc Off and 5,000 extra loyalty points!



POLL OF THE MONTH!

lan Powell's gone poll crazy of late posting up a baker's dozen of 'em ranging from this probing question Will officer James Stewart crash in round four at Oakland?' to our favourite 'After these first few pre-season races who do you think will take gold in the MX1 GPs?

Cairoli

Desalle

The choices on offer were Tony Cairoli, Clement Desalle, Christophe Pourcel, Evgeny Bobryshev and Other. A whopping 71 per cent of the voters chose the #222 KTM rider while Desalle and Pourcel shared the remaining 29 per cent. For taking the time to pose this, erm, poser lan wins some Muc-Off, a Renthal Softshell jacket and 5,000 dirtZone loyalty points.





SWALLOWER!

How crap was Swordy International? I was fully expecting him to be a challenger for this year's MX1 title but after seeing very average looking riders in moto one I think I'm After a few years on the CCM you'd have thought glad to get back on a proper bike but maybe that's not guys reckon?

Harsh words there David but based on his Hawkstone performance we'd have to agree he's not looking too hot at the moment. What you need to remember is that Swordy's never been Hawkstone was his first outdoor race in around six months so give the guy a break and see where he sits in the Maxxis standings after Canada Heights.

OST N' FOUND!

Hi guys! My mum threw away my February issue of Dirt Bike Rider which I'd been keeping safe because of the training with Jake Nicholls thing. Can you send me another copy so van, via email

Hi Bry, we're all out of that issue ourselves but there's a section on www.dirtbikerider.com called the Digital Vault where you can view digital versions of DBR going back as far as 2005 for free – free I tells ya! There are more and more free issues constantly being added and the February 2012 issue is already online so go check it out...



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Words and photos by Sutty

o the motocross season is finally here and the Maxxis championship chase is about to begin. Since coming in for a bit of a shake-up for the 2010 season the Maxxis has been eight rounds long with each individual round consisting of three 20-minute plus two lap motos for each class - MX1 and MX2.

Well for 2012 things have been mixed up a wee bit again with three of the eight rounds now having two standard-length motos followed by a 30-minute plus two-lap mixed-capacity moto. This half-hour race that'll only be held at rounds four, six and the finale will feature the top-20 riders from each class overall on the day – who'll battle it out for a 'normal' amount of points. So, say, the best MX2 rider comes third then he'll get 20 points even though he's won his class.

Mixed capacity motos have played a major part in Maxxis championships of the past - I'm sure Billy MacKenzie will never forget losing the 125cc title to Stephen Sword in 2002 on a tie-breaker after Open class rider Yoshi Atsuta passed him in the very final bend - so the results from these could definitely liven things up. That's all positive stuff so far but there is some bad news...

For the second season in a row the defending Maxxis MX1 champion won't be back to defend his title and even though Brad Anderson will be sorely missed – as Evgeny Bobryshev was last year – a new influx of international talent into our domestic title chase is sure to spice things up. But even though GP winners Marc de Reuver and Kevin Strijbos are entering the fray it's still the Brits who

start as favourites in my mind - mostly because winning the British title means so much to our home-grown heroes.

And of the home-grown bunch I reckon it's probably gonna boil down to a battle between Martin Barr, Kristian Whatley, Stephen Sword and Shaun Simpson. While Barr's been doing the pre-season rounds like a good 'un and making all the right noises to keep his new employers LPE Kawasaki happy the PAR team have kept K-What under wraps so it's difficult to tell how well the son of 1991 British Open champ Jeremy is gelling with his new Honda. Rumours are rife that it's not all that well but let's wait and see because we're bound to get a taster at FatCat ahead of the second round at Canada Heights. It's Kent where Kristian really started to come good last year - finishing second overall behind wildcard Simpson – and this race will generally give a better indication of what's in store for the whole year rather than the results of the deep sand oddity that is FatCat.

Although Woody only raced in two rounds of the Maxxis last year he actually won them both overall and that means he has to be considered a big threat to take the title in 2012. And that's despite the fact he's not raced in the UK full-time since 2008 when he won the MX2 championship by beating fellow Scot Swordy to the title. Armed with a very potent Monster Energy Bike-it Yamaha, this season sees Shaun go it alone for the first time in his career with not one family member part of 'the team' although you can pretty much guarantee that behind the scenes they'll be as close knit as ever.





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The same can also be said of the MX2 class although injuries aside I can only see the title going to one of two riders and they both happen to ride for the same team. Zach Osborne and Arnaud Tonus won 23 out of 24 motos in 2011 and the guy who won the other – Jake Nicholls – ain't coming back so it's pretty safe to assume that the 2012 champion will be someone riding a Monster Energy Bike-it Yamaha. In fact, backing up the 2010 champ (Osborne) and 2011 champ (Tonus) in the MEBIY team is 2011 bronze medallist Mel Pocock so Steve Dixon has three superbly strong riders fighting his corner – I'd hate to be the guy responsible for writing bonus cheques in that place.

Roger Magee's putting all his faith in Elliott Banks-Browne — a last-minute deal that left a sour taste in the mouth of many as EBB had already allegedly done a deal to stay with super-privateers DB Racing. Forgetting all about that off-track drama, Elliott actually seemed to really mature as a rider last year and if he can put the extra experience and speed gained from racing GPs to good use could well be the man to challenge the Dixie chicks in the domestic series!

Not all of KTM's eggs are in the one basket though and Bryan MacKenzie will also line up in orange this year albeit through privateer outfit Rockstar Moto-One KTM. Irn Bry made massive improvements throughout 2010 and 2011 after getting off the Huskynana and onto Japanese bikes once more but the big question is how well will he get on with a different brand of Euro fighter? In his favour Bry's got a super-tight crew around him and Brycon and the boys know how to find the right balance between speed and reliability on a budget.

Another privateer on a mission will be recently-crowned SX champ Neville Bradshaw! As I told Nev at the LG Arena – 'Nunny, never won an outdoor title either until he won the SX champs and he then won two on the trot





SIDESHOW, BOB?

As well as the main MX1 and MX2 championships the Maxxis also hosts three additional mini series – MXY2 (14 to 18-year-old youth riders on MX2 bikes), MXY85 (13, 14 and 15-year-olds on big-wheel 85s) and Veterans (anyone over the age of 40 riding anything).

Of these the MXY2 class is the biggie running over five rounds (Canada Heights, Lyng, Milton Park, Desertmartin and Langrish) while the MXY85 has three outings (Milton Park, Hawkstone and Little Silver) as do the Veterans (FatCat, Hawkstone and Little Silver).

Why the ACU would choose to try and kill the old folks with tortuous races at FatCat and Hawkstone god only knows – at least both tracks offer a soft surface for when it's nappy-snooze time though...





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MAXXIS TYR MAXXIS TYRES



so...no pressure. To be fair it's doubtful that Bradshaw and his Stevens Evo-Tech Honda will be able to step up and take on the MEBIY boys on a round-by-round basis but he's on a level with Pocock, EBB and MacKenzie and a definite contender for a podium position come the end of the year.

A few years back Nico Aubin was strongly tipped to be the next MX2 world champion but seemed to somehow get swamped by an onslaught of younger talent - Musquin, Paulin, Roczen et al. Now too old to race MX2 in the world championships, Aubin will focus on collecting domestic titles for Dave Thorpe's Buildbase Honda squad.

Along with that speedy seven you can expect to see James Dunn (HM Plant KTM), Bradley Pocock (MVR-D Honda), Graeme Irwin (Samsung Yamaha), Luke Hawkins (Maxxis Apico Suzuki), Alan Keet (Dyer & Butler Suzuki), Stuey Edmonds (Tyco

Suzuki), Jordan Booker (Buildbase Honda), Lewis Tombs (John Banks Honda), James Cottrell (DB Racing Honda), Anthony Reville (Rev Racing Honda), Ray Rowson (LPE Kawasaki), Adam Sterry and Nathan Watson (PAR Honda) up there at times n'all.

You might think that by mentioning 20 guys I'm hedging my bets a wee bit but the talent really does run that deep and points are gonna be hard fought for all year long. That might be bad news for racers on the bubble but it's excellent news for fans, pit pundits and fence prop-a-uppers like m'sen. See you there at round one, two, three, four, five, six and so on - it's gonna be epic.

For more info on this year's championship written by someone who's not an opinionated idiot just head online to the official website of the British Motocross Championship at www.mxgb.co.uk -

THE SCHED(ULE) OF DREAD(ULE)!

The Maxxis season starts with a bang at FatCat Motoparc which these days is all about sand - and lots of it! If last year's Red Bull Pro National at FatCat is anything to go by then this race is gonna be a brutal start to the championship campaign and a real indicator of who's been working hard over the winter. Situated at junction four of the M18 near Doncaster, getting there couldn't be any easier, viewing is excellent and the racing is guaranteed to be electric so miss this one at your peril! The postcode for FatCat is DN3 3EH be there or be elsewhere, obviously.

ROUND 2 – CANADA HEIGHTS, APRIL 1

With its close proximity to London and the south east motorway network Canada Heights is normally packed out on a Maxxis weekend and you can pretty much guarantee it'll be the same this time around for the second of eight rounds in this year's championship. One of the best tracks in the UK this sandy, hillside circuit is packed full of technical jumps and gets really rough and rutty as the day goes on which normally makes for some epic racing! BR8 8DX is the closest postcode to this amazing venue.

OUND 3 - LYNG, MAY 6

Next to the sleepy village of Lyng sits the sandy Cadders Hill circuit which is one of the oldest on the British championship calendar. Lyng is probably the fastest, roughest and toughest test of man and machine on the Maxxis schedule and the race action is always fast whatever the weather so put yourself in a box and send it to NR9 5AL clo Dennis Slaughter MBE...

ROUND 4 - MILTON PARK, MAY 27

From one of the oldest and fastest tracks on the British championship calendar to the newest and slowest. The tight twists and turns of the Milton Park circuit aren't to everyone's taste but it's the same for everyone and as the ACU's flagship venue it's there to be raced. In all honesty last year's maiden Maxxis voyage around Milton was actually okay for us onlookers and provided some good racing so no excuses, support the sport and get yourself to NN7 3AP at the tail end of May.

ROUND 5 - DESERTMARTIN, JUNE 24

Head with me across the Irish Sea because Desertmartin's definitely the place to be... One of the toughest tracks in the series, Porter's Pit is a real rollercoaster of a ride with its many jumps, bumps and elevation changes pushing the riders' both physically and mentally! The only 'overseas' race on the schedule (for the majority of us at least) there are always loads of cheap flight options and hire car deals available making this round actually a doddle to attend even though in theory it seems like a real ball ache. BT45 5QW is the postcode, so it is.

OUND 6 – HAWKSTONE PARK, JULY 29

Ah Hawkstone! With its rich history and heritage this mid-summer scorcher should be the highlight of the series but perennial poor track preparation and a hit n' miss amount of spectators makes the success of this round a hard one to predict. Slap bang between the Russian and Czech GPs at the end of a hard month on the world championship trail it's gonna be a real pain logistically for the GP teams and riders but that's something they'll just have to deal with. For the rest of us it'll be a great chance to enjoy a day of fun in the sun as the series starts to heat up. SY4 4NA.

Round 7 – Langrish. August 27

Get ready for a real Bank Holiday bonanza as the Maxxis gatecrashes the Ken Hall for round seven! The Ken Hall is one of the oldest and most prestigious annual non-championship races in the world and it's held on one of the hilliest, gnarliest and ruggediest grassland racetracks the UK has to offer - so we're all in for a real treat! Slap bang next to the A272 just outside Petersfield in the great county of Hampshire (just up the road from Matterley Basin as it goes), the Manor Hall Farm circuit regularly attracts massive crowds to its Bank Holiday Monday races so let's hope this year's no different. One last thing pray for sunshine because this track is super-slippery when wet! Postcode is GU32 1RG.

ID 8 – LITTLE SILVER, OCTOBER 7

Little Silver's hosted the season-opener more often than not in recent years but this time around it's all about bringing the championship to a close. As all-weather as any track in the country, the same can't be said of the pits and car park although we've been blessed with generally dry autumns these past few years so that shouldn't be too much of a problem. Little Silver is a frighteningly fast circuit that gets hellishly rough - if championship titles are still on the line things will get very interesting right here! Find the Little Silver raceway on Google maps by typing EX6 7UD into your web browser.



SHAPING UP

THANKS TO SOME WELSH WHEEL WIZARDRY FROM A WELSH WHEEL WIZARD ROB'S HOOPS ARE A LITTLE LIKE HIM -KNOCKING ON A BIT AND, ER, ROUND...

Words by Rob Bayman Photo by Andrew Walch

y square wheels were delivered to a refurbishing expert and, avoiding sending you to sleep by scripting the whole process, brilliantly restored so I got round wheels back. Plenty of people build wheels but I chose Jones Restoration Services as they work within the community of diehards who struggle to keep their old steeds rolling - and PS3's wheels were in no shape to roll.

Neil Jones studied the wheels before announcing that they would look great with new rims and spokes and enquiring whether I'd prefer silver, gold or something bling and unique? His heart must have missed a beat when I requested keeping my original rims. After one of those uncomfortable pauses where one of us had to break the silence he uttered 'no problem, how soon do you need them?' to which I replied 'is a couple of weeks okay?' Well, when you're already pushing your luck you might as well keep pushing!

As Neil has a thread rolling machine and bends the spoke to suit the hub nothing is an issue but it was like a visit to McDonalds with so many options. Stainless steel, galvanised steel, brass nipples, zinc steel nipples, standard, black, silver or mill finish. This guy knows wheels and

handed them back blasted to bare metal, re-laced and showing little trace of their battle scars. Fantastic!

I have the new Michelins for front and rear sadly Michelin don't do my favoured MS3 in 18in but an M12 or S12 fits the bill for dependable rubber and I can have my MS3 on the front. Inside you'll find Michelin thick tubes but I still apply bib mousse gel to the inner side walls of the tyres - while not designed for this purpose it certainly reduces compression punctures.

The frame is blasted and coated as seen last month with new head taper bearings with seals from eBay. But what about this gem? Renthal Fatbar mounts slotted straight into the stock cush Zone which will be a feature all on its own. mounts although, admittedly, there was a spot of bolt tweakage needed! I've opted for the Windham bend in black and the combination of bars and 5mm forward positioning afforded by the clamp offset along with my modified suspension changes are calculated to suit my favoured 'attack' riding position.

I've used two RaceFX lever and perch assemblies. Okay, so I have two clutch levers but fork guts have internal rods relying on a series one will be fitted upside down for the front brake as most brakes are hydraulic units now but some slinky lever covers I bought at the classic bike show for £1 hide the up-facing nipple slot in the

blade and will make no difference to performance whatsoever. Other bar furniture like grips, bar pad and handguards are again Renthal products.

I caught up with Samsung Yamaha team owner Roy Emberson again this month. Embo is always interested in the project and was typically willing to help and offered his Yamaha influence if I was struggling for those remaining elusive parts to complete the bike. This is typical of Roy.

I'm being slightly premature but check out this sneaky photograph of PS3's hand-built sectional exhaust. Once it's welded together we'll be virtually there and ready for a dyno run at MX Anyway, enough from Sponge Rob Square Wheels for now, Neal Blatherwick from ProAction UK has prepared the script about the front end.

Over to you Neal...

Like so much period technology the damping is not controlled by shim stacks. In contrast to modern methods, these of punched-out holes to merely restrict the flow

Hard to believe the critics raved about these forks as if they were miles ahead of the

THANKS FOLKS

YOU'RE ALL STARS ...

I guess while I'm in a humble mood I should express some gratitude to those not within this month's script. So in no particular order... RaceFX for all my fixings, oils, chain, sprockets and spurious parts. MXM for fabulous decals and seat cover. Alpinestars for my boots and kit. DC Plastics. PJ Motorcycle Engineers for so much work on my engine as well as parts. Naturally, I remain open to donations from other producers or distributors who have items to suit the project - at the moment I'm thinking maybe a low-mileage Vito to cart it around in. I'm not fussy, an ex-demonstrator will do. Contact me at notetorobin@gmail.com or via the magazine...

competition but, like others of the time, damping is governed by the viscous oil flowing through these holes. Which holes the oil could flow through depended on how far the forks are compressed, thicker oil alone changes the damping characteristic and that was your lot beyond air pressure. Rebound damping was controlled in much the same way so it must have been the size increase and the turning geometry giving the illusion that action was improved ahead of the '80s rival bikes.

However, for PS3 we not only improved the damping by upgrading to modern synthetic fork oil - gasp! - but also welded up the existing holes. Wow, do we sit on the edge? Okay, calm yourselves, we did drill replacement holes but of different diameters and in different places to allow the oil to flow again, changing the flow rate at different stages in each legs' action. The result is a smoother low and mid-range compression with bottoming resistance now entering the stroke earlier. Additionally, the rebound will work faster at the bottom of the stroke and then normally after the fork tube washers pass the last holes.

The fork bushes and seals were replaced with those found in 43mm KTM85 units. Testing revealed the stock springs had retained their

shape as the bike had sat without load for three decades. All modifications completed, the forks were filled with 15wt fully synthetic oil and the air gap set to the correct level for rider weight and style. Schrader valves fitted to the fork caps rather than release pressure allow pressure to be pumped in with a cycle pump this was always a trial and error method adding pressure to suit the track or for bottoming resistance as required.

While the shock and forks were down the alloy parts were polished. Although no performance benefit is gained the suspension looks great and compliments the refurbished YZ465. The gold tint seen in last month's DBR was an enhanced addition to the photograph to make the shock absorber more noticeable but it has given me a few ideas as it looked outstanding tinted gold.

My final bit of this project other than future servicing will be to accompany the PS3 goons on their first outing to fine tune everything critical steps to set the correct sag and ride height and to load the suspension correctly when riding. Then the hardest task of all will be not laughing while I watch Rob wobbling around.

The fool still thinks he's fast





NEVILLE BRADSHAW'S STARTED THE SEASON BY WINNING THE FUTURE WEST LITES SX TITLE BUT THE MAN FROM SOUTH AFRICA'S EYING UP AN EVEN BIGGER GOAL IN 2012...

Words by Sean Lawless Photos by Sutty

ith less than 30 minutes to go until his first race of the evening and with both major pro prizes on the line, Neville Bradshaw is amazingly chilled. Sitting in a deserted café area at the LG Arena venue for the final round of the Future West SX series - the 28-year-old South African doesn't come across as - that's one indoors, one out. a man who's joint leader of the Lites class and just three points off the front of the Open division.

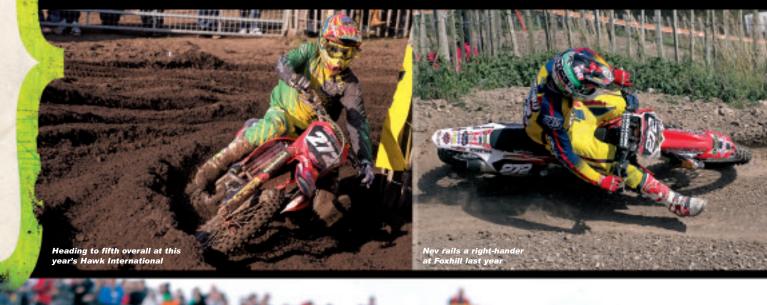
"I feel good," he grins. "SX is always a bit of a

lottery and the tracks are small and stuff - it's all about getting a good start. I'm not really that stressed about it - I really want to win it and I'm going to do what I can to win it but it is what it is, I'll just ride as hard as I can." campaign he's straight to the point.

It's a laidback attitude that serves Nev well in Birmingham and although he dips out on the Open class title he steers his Stevens Evo-Tech Honda to the Lites crown. It's his second national title in over eight years of UK racing and an accolade that sits nicely alongside his 2009 Red Bull Pro Nationals MX2 crown

But as calm and collected as he is when discussing the evening's work ahead of him, Nev's voice develops a discernible edge when our conversation moves away from the arenas of the UK and onto the subject of the great outdoors. He may be down-playing his SX ambitions but when it comes to his 2012 MX







"I want to win the Red Bull championship again and I want to be at the front of the Maxxis championship. I don't know who's doing it and I heard a few of the guys who were winning it last year may not be there. If you take those two guys out it's a level playing field and I think there's going to be some awesome racing.

'Tonus and Osborne were in a different league last year - those guys were going so fast. You were going to the races to be the next guy and if those guys aren't racing then it opens up everything. I'd like to be at the front of that - I definitely need to have a win. I've worked the last eight years and I think with the way I've been working on my weaknesses I can achieve one of my biggest goals and that's to win a British championship race.'

Over the off-season Nev's taken a long, hard look at his training plan and implemented some fairly major changes aimed at making him more competitive as the Maxxis series enters its third year of running a format based around

three 20-minute motos.

"I've pretty much kept riding through the winter. When the season ended obviously I started doing all my base training and I kept riding once a week on a 450 just to keep riding. I kept the base training going through Christmas and the New Year and then the second week of January we went out to Spain for two weeks working on some intense training.

"I feel like I've worked on a lot of stuff I've never worked on in my career - like before I've just been doing motos and stuff like that and this is the first year I've been working on intensity with the way the British championship has changed with the 20-minute motos.

"I just want to try and get better and if you keep doing the same thing year after year then, well... I've always been fit and I've always been fast at the end of motos but I've found with the way they've changed the British championship there was something I needed to work on. In Spain I'd do long motos one day on a 450F and the next I'd do sprint work on a 250F the whole day. It'll be interesting to see how that works when the British championship starts up again."

A pre-season injury kept Nev below the radar for much of 2011 and he was forced to sit out the first three Maxxis rounds, only joining the action in time for round four where he immediately made his presence felt. As it turned out his injury was pretty much a blessing in disguise...

"I hurt my hand at the start of last year and I ended up with nothing lined-up. Just before the season started I got a few offers from teams but I figured I just wanted to take a step back, do it on my own and have fun and do things like training schools to earn my money.

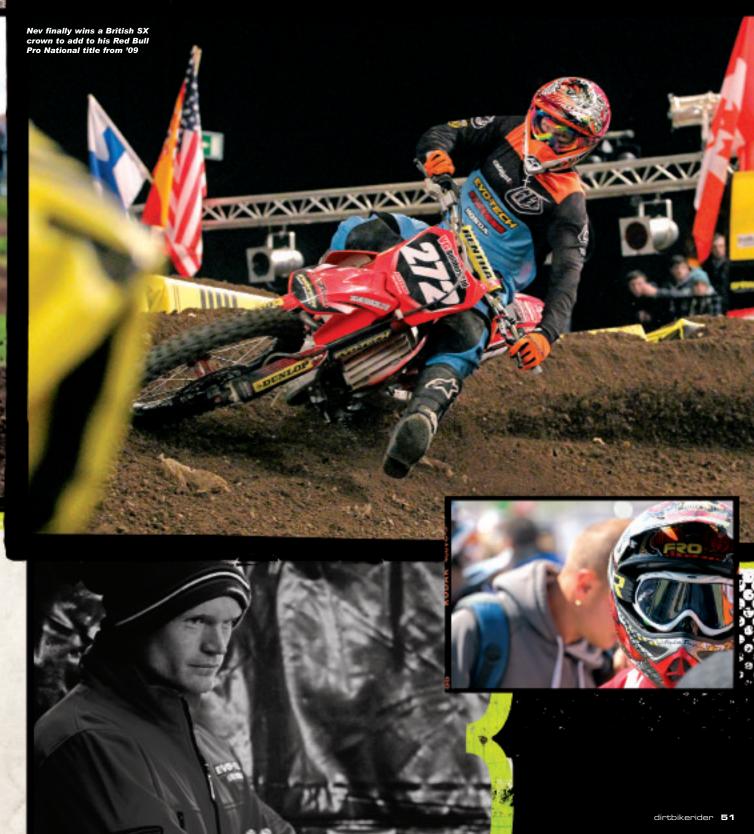
Then just before the first British championship round I was going to be fit enough to race Matt Hutchins said 'I've got a bike I've been developing and I'd like you to ride it' and I went out in the British and got pole and things progressed from there."



FLYING SOUTH FOR WINTER
"I spent two weeks riding and chilling in SA at the end of last season and at the end of this year I'm planning to go back and do some races and spend most of the winter there. Motocross is a really small community over there but the people who do follow the sport are real passionate about it the sport are real passionate about it.

"The tracks in South Africa are very supercrossy

– big time, massive jumps. Me and Swanepoel were over there together and we went riding and found this massive jump over a dried-up dam – we were looking at it and went up to it maybe 10 times, then this 14-year-old kid on a 250 two-stroke just hucked it. Those kids are riding that sort of stuff every day and that sort of background has definitely helped me with supercross."





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Nev's association with super-tuner Hutchins stretches all the way back to his first season in the UK with Motovision Suzuki in 2004. After leaving MVR-D and setting up on his own, Matt's Evo-Tech company had sorted the DB Racing Honda that carried Bradshaw to that Red Bull crown and third in the Maxxis in '09 so it was a relationship that Nev was happy to rekindle.

'I'd been with Matt at Motovision and we used his engines at DB and then I went away to Samsung so it was good to get that relationship back again. We had an awesome year just riding out the back of the van. And the bike was and is awesome and that's the biggest thing I look for in a team. It makes my job easier when I get given the stuff I need. Then it's all down to me.

"I can understand why a lot of teams cut corners with their finances and stuff but start off with a good bike and you've definitely got an advantage straight off the bat. So it's good to have that relationship back and we've got some good sponsors on board helping to fund the team. It's run really professionally - anything I need I just ask for and the guys seem to be able to come up with it. They go racing to do well at the racing which is why I chose to go with them."

Nev's passion for racing – and his will to win - is unquestionable which comes as little

surprise given how hard he's had to work for everything he's got. In an era when many racers have to put money into teams to finance their rides Bradshaw's earned his through talent and determination.

"I look back now and I can't believe I've come this far you know. Honestly. I came over here with nothing and for the first two years rode for free and ever since I've managed to make a living out of racing motorcycles. It kinda humbles me when I look back and think how far I've come. I've put a lot of work into it - my mum's a real strong person and she's always said that anything's possible if you work at it and it's worked out good.

"My dad moved over maybe three years before I left the country and I was over riding in South Africa and racing the same tracks and same people all the time. I asked him if he could find me a ride and he managed to speak to Steve Guttridge and Steve got me a ride on one of Bryan MacKenzie's bikes because Bry was injured. Luckily I got two top 10s the first race I did and the team were pumped so I got the chance to come and race full-time.

The majority of pro racers have relatively short careers and Nev realises that he needs to maximise the time he's got left earning his >>



STAYING PUT WHY NEV'S STILL MX2

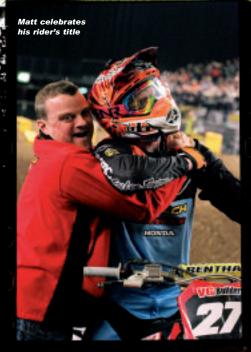
Nev takes the flag in third but he's done enough to lift

"I'm not sure if I fancy racing a 450. I've been practising on one the whole winter and I ride it good but I just don't get the same feeling. It's all just smooth riding and I like to ride and rev the bike really hard. It's weird because

I'm quite a big guy so it makes sense to go up but it's what I enjoy riding. And if you're having fun then that's when things are good.





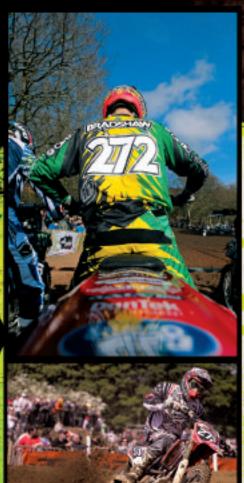


MATT HUTCHINS

THE EVO-TECH CONNECTION

"I started with Nev in 2004 when he first came over. The Motovision team I was working for took Nev on from about April and since then as he's gone onto different teams and I've started my own business up we've sort of stayed together and with the exception of last year when he was on Roy Emberson's team I've pretty much done everything for him since he

"We have a real good working relationship and a very similar mentality - he likes to work really hard the same as we do with the testing and the bikes. We get on really well on and off the track - businesswise and as friends – so it's a really good relationship. We've kinda grown together and it's quite easy for me to get the bikes how he wants them now."





living from what he loves. And if he finds himself short on inspiration he only needs to look to his friend and fellow South African Gareth Swanepoel who has raced in the UK and is currently holding his own Stateside.

"I've only got maybe three or four years left at it and I want to try and make the most of it. Swanny's doing good. He took the chance to go over and fair play to him. I think the lifestyle in America is a lot more like the lifestyle in South Africa and he's really enjoying it out there. I'm thinking maybe next year to go racing somewhere else - a few things in my personal life have changed and while I enjoy living in England and see it as my home I'd like to do a year or two somewhere else.

"Like I did coming from South Africa to England, I'd like to do that one more time before my time's up. I'm thinking maybe Australia but I'm pumped just as long as I'm making a living out of it and in England I've made a good enough name for myself now. If things go good this year then there's a good possibility I'll stay but it would be cool to race one or two years somewhere else.

Time and time again throughout our conversation we return to one hard and fast fact get on with the job and have fun with it."

- Nev's driving force, his raison d'être - and that's his huge passion for motocross although as the years have rolled by this has become tempered by some hard-won wisdom.

"When I had no sponsors and I was doing it on my own it never crossed my mind to give up motocross. It never crossed my mind to say 'I'm packing this in'. I love riding motorbikes, even when it's winter. The older I get the more I realise there's more to life than motocross - I'm big into cycling for example - but every time I'm riding it's fun. I still feel young in my head, when I'm out riding with my mates I'm always looking for stupid stuff to do, things to jump and mess around on. That's never died.

"And I'm definitely still getting stronger this last off-season has proved that. Everything is getting better. It was a big thing for me to change the way I train with the speed work and I think that's going to make a big difference. And Matt reckons I'm riding the best I've ever ridden.

"When motocross is your whole life and you're relying on people and then things don't go so good then you take it to heart. And I've learned not to take things so personally, to just







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ith reigning SuperEnduro world champion Taddy Blazusiak having won six out of six Main Events so far this season it almost seems like a foregone conclusion who'll be doing the winning at the third and final round in the Palau Sant Jordi stadium in Barcelona. After being so dominant so far, the Polish superstar sits on a massive 39-point lead heading into the season finale meaning the real battle is for second with KORR KTM's Jonny Walker and super-Swede Joakim Ljunggren both battling it out for the silver medal.

Although following the same basic layout used in previous years the course is actually much less technical as the organisers attempt to speed up the racing and make the SuperEnduro races even more exciting. And with the redesign the course is a quick one with flowing obstacles negating the need for trials skills and favouring the brave instead. That point's proved when twice MX3 world championship runner-up Alex Salvini goes quickest in timed qualification on his Husqvarna while out-and-out trials specialist Dougle Lampkin is way off the pace on his factory Gasser.



FIGHTING BULL TADDY BLAZUSIAK AND HIS WIIINGMAN JONNY WALKER TAKE THE WINS IN A BARCELONA BEATDOWN...

Words and photos by Sutty







But practice times count for little and it's Taddy who wins the heat that decides the starting order for the night's three Main Events giving him first pick in finals one and three and last pick in final two when the starting order is reversed. On the reverse end of that is Walker Jonny not Geoff - who gets a bit buckwild in the heat and crashes several times before calling it quits. He'll get 12th, fifth and 12th picks meaning he'll start from the back row two times out of three - the pressure's on if he's gonna beat Ljunggren.

When the gate drops for race one it's Taddy's team-mate Cristobal Guerrero who jumps out into an early lead although Taddy soon forces his way ahead. But all that counts for nowt as the race is stopped three laps in as half the field fails second in the series no harm at all while Walker

to make it over the spine. The stoppage doesn't really make sense as nobody's hurt and carnage is what indoor enduro is all about but once some senor gets a little rowdy with the old red flag then the whole deal is f*cked.

Most people look bemused while Lampkin just looks super-pissed - although ever a professional he'll never admit it - as he's running a safe fourth when it's red flagged but, hey, he'll no doubt bounce back and do it again, right?

The restart sees another dominant display from Taddy who knows that if he wins the night's opener then the title's in the bag and he can chill out. Salvini pushes hard and only finishes a few bike lengths behind but the title is secured. Ljunggren's third does his hopes of grabbing

battles to sixth sandwiched between Spaniards Alfredo Gomez and Ivan Cervantes.

Jonny makes the most of his only front row start of the evening and yanks the holey in final two before stretching out an early lead. With a super-deep sand section playing havoc with the mid-packers, Taddy and more importantly Ljunggren are struggling to force their way through to the front so with three laps left Walker still leads ahead of Gomez and a fast-closing Blazusiak but then he crashes - Jonny, I mean.

Although it's only a small slip and he's back up in no time the fall definitely breaks Jonny's rhythm and it allows Gomez to latch on to his back wheel. For sure the Spanish Husaberg rider wants to win in front of his home crowd but apparently Jonny wants it more and in a straight



Jonny Walker Ivan Cervantes

Alfredo Gomez

Cristobal Guerrero 14 Dougie Lampkin

9+20+10=39 KTM Gas Gas 8+11+17=36

Husaberg 10+17+9=36 11+7+11=29 KTM

3+1+3=7

FINAL SERIES STANDINGS

1 Blazusiak 174, **2** Walker 120, **3** Ljunggren 108,

Gas Gas

4 Salvini 94, 5 Cervantes 89, 6 Guerrero 88...

12 Lampkin 26



line sprint across broken rocks and concrete blocks to the chequered flag Walker pins it to the stops to ensure victory is secured.

Back in the pits there's no huge celebration for the maiden victory – one that should have been made even sweeter by the fact it's the first time Taddy's been beaten all year indoors and it's business as usual and time to prep for the third and final Main of the evening.

Another holeshot for Taddy translates into another win although this time it's Cervantes who pushes the Pole to the finish on his locally produced Gas Gas while Salvini scrapes home third to take second overall on the night. In the battle for the runner-up spot in the series Walker comes out on top as Ljunggren has a

nightmare and can only finish ninth to eventually fall 10 points short of Walker's 39 which is also enough to see the Cumbrian stand on the podium next to Taddy and Salvini as well as secure that FIM silver medal.

"I felt under pressure and was riding tense all night," says Jonny. "The battle between me and Joakim was very close and he actually beat me in the first race which made it more difficult for me but in the end I got the result I needed and it was great to win one of the races too. I can't honestly believe how fantastic this season has gone. Coming into this I had no real track record indoors but I knew I was capable of a good result - although I never expected it to be this good!"

THE BOU SHOW!

TONI'S TIP-TOP IN TRIALS-TRICKERY TREAT...

There's no denying that Toni Bou's on a whole different level when it comes to trials riding. Already a 10-time world champion, the 26-year-old Spaniard looks set to equal Dougie Lampkin's existing record of 12 world titles later this year and then he'll probably win a whole heap more after that which'll make him the winningest rider of all time in the feet-up game - and one of the most popular in the history of the sport n'all!

Normally when a rider dominates in such a fashion it becomes a bit boring but Bou manages to make winning again and again and again actually look fresh and exciting because he pushes the limits of what's possible on a motorcycle and then looks pleased as punch with himself for actually pulling it off in one piece. And when he pulls off the impossible there's no sniff of an inner sense of smugness, just a raw show of emotion and celebration something all true fans love to see.

In Barcelona it's not a case of if he'll win but rather by how many and the answer turns out to be 10. If it weren't for an embarrassing five that sees him try and eat a tree in section four then he would have been 15 clear - and that's in a six-section final! Phenomenal!





RESULTS

BARCELONA INDOOR TRIAL

Toni Bou

Albert Cabestany

Jeroni Fajardo

Takahisa Fujinami Adam Raga Dani Oliveras

Montesa Sherco Beta Montesa

Eliminated Gas Gas Eliminated Eliminated Ossa



2012 Dates & Venues

Round 1 24/25th March - Fatcat Moto Parc Round 5 22nd July - Condover

Round 2 22nd April - Mepal Round 6 11/12th August - Farleigh Castle

Round 3 6/7th May - Hawkstone Park Round 7 9th September - Finningley

Round 4 10th June - Brampton Round 8 23rd September - Long Lane

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LONG DISTANCE WALKER!

Words by Geoff Walker Intro by Sutty

It's half past one on a Friday morning and the March issue of DBR is finally at the printers. It's been another hard slog with 56 hours of work crammed into the last four days and I'm not about to hit the hay just yet. No, I need to get my sh't together – cameras, toiletries, GoPros and clothes – and drive the 200-odd miles to Geoff Walker's Wiltshire gaff. From there we'll be speeding south in his V-Dub for the final round of the SuperEnduro world champs in Barcelona and for me that's a 1300-mile one-way mission...

"By the time I'd decided to go for it I didn't realise just how much of an adventure this trip would be. My limited organisational skills only ever allow a loose checklist which for this mission goes a little something along the lines of bike, entry, kit and money. The handsome crew at KTM UK sorted a stock 250EXC-F while Jonty Edmonds and Jordi at RPM sorted the invite and entry and fearless Philip C, Carly R and Feridax sorted kit. As for the money thing? Well, that I would figure out as we went along.

"A DBR road trip is never complete without a late departure time and a flat-out mission and this was no different. The Molson World Team VW Transporter was fully serviced, full of juice (thanks Big Igg) and ready for the road as we left at 5am on Friday morning – 51 hours before technical control began in Spain.

"The next 31 hours are a bit of a blur with all the driving, the first trip under the sea in the channel tunnel for Sutty (thanks Revs @ Stolen BMX Co), the driving, the coffee, the driving, the frozen hotel, the frozen van, the driving and finally the driving. We arrived at the awesome Palau Sant Jordi in the amazing Barcelona Olympic complex on Saturday afternoon and managed to get a sneak peek at the fantastic looking track. The facility and the circuit looked brilliant and the pace was going to be fast!

"Jonty hooked us up with some accommodation that we shared with his crew of Robert 'get the spuds in ye' Lynn and Gary Price – a small human with a weird accent and a camera that captures moving images. After tapas, fish and various other grub options some sleep was required as there was another early start for Sutty and myself the next morning to get to the other side of the city, get signed in and get through tech control.

"With our pit set up next to the KORR duo of ze smooth Julian Stevens and wild Jonny Walker we were in for a good day's banter and some friendly chat. Jonny still had a shot at the championship if Taddy got abducted by aliens and he was fighting hard with the big Swede Joakim Ljunggren for the #2 plate. The heat was on and the young Brit was fired right up for the show. Jonny hasn't been racing enduro for long so his rise to the top is a superb deal. He has a great crew behind him and Julian keeps his feet on the ground while trying to control his sometimes wild nature.

"We were all set up and ready for the day's action. I have to say of all the events we have competed in around the world I was at my most nervous ever for this one. I can't really say what it was but I was properly bricking it. I guess I didn't want to look like a knob out there but that would be inevitable at some stage during the action!

"I had set myself a challenge to nail a dirtllog double on the first lap of practice to get my mind in focus. Basically I had to ride onto the start straight, turn right then left through the chicane then pin it over the jump. I knew Sutty would be pretty pumped if I hit it first lap so it was cool to sail the little Metzeler-shod 250 EXC-F over the double before anyone else. That helped settle the nerves a little but the tension running through me was like I have never had before. Basically, with the indoor racing there's no room for cruising – you either pin it over every obstacle or spend your time picking yourself up off the track...

"First training went okay but my confidence was a little low. The pace was high and there were no

slouches in attendance. Timed training was next up and after a chat with Jonny W I realised everyone was feeling the tension and the high-speed nature of the track. Sutt offered some words of wisdom and recommended that I pull my head out of my arse.

"Timed training was a blast and although I messed up the beginning of my fast lap I turned it around during the rest of the circuit to take a fifth place time in my group. I was reasonably happy with it as the lap was under control and I knew there could be more speed to come given the chance and a good start.

"I watched the top-10 seeded training and the reality of just how fast the first few guys are hit home. I would have to work my nuts off in this company to get anywhere near qualifying for the finals. Everyone was absolutely hauling and that rocked! This is what world level racing should be all about — everyone pinning it. Love it!

"My Fremerican buddy Eric Peronnard was over from his Florida HQ and he offered me the same kind of advice as Sutty so I was getting it from all angles and in all languages. "Hey Geoff! Pull ze finger out – hawheehawheehaw." Bloody Frenchman!

"I was giving it my all and that was all I could do. Race tension is something we all deal with and some cope better than others. It was super-cool to have Julian and JW next to us as the craic was great and this began to ease the intensity of the day. I had to get round and give it 100 per cent while JW had to get round and try to clinch second in the world championship! The lad is gnarly!

"Unlike my AMA Endurocross experience when it's around 32 of us trying to qualify for 10 places in the final, this event left only four places up for grabs as the rest are pre-qualified! Vegas seemed tight but this was wild because basically you had to win a heat or a LCQ to make the main. One mistake and it would all be over – no pressure!

"Although I qualified fifth in my group I went to the >>



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line one from last in my heat race. I had the very inside gate and when the gate dropped this Belgian dude on his YZF450 with lights on disappeared up the start straight like he had been shot out of a feckin' cannon! It was on! As the mid-pack rolled the first double I remembered my promise to Sutty and pinned the jump to try and make some passes. It worked but could have gone very wonky as Yamaha man rolled it and I missed landing on his head by a matter of inches!

"Another pass in the long rock/concrete section and I was feeling okay about my progress. Through the water and into the sand/gloop and after more smashing with my friend on the YZF I found myself bogged down in the quicksand! The little Toomer had run out of horsepower in the depths of the gloop and the field was disappearing fast. I got fired up and away but the rest of the eight-lap heat was pretty lonely.

"The LCQ would be my next race and that was in the evening show. The 16,000-seater arena filled up and the place was buzzing. Loud music was pumping and Toni Bou and the rest of the indoor trials pros were putting on a show of skill I watched with admiration. Then after the trials qualification rounds it was over to us to dish up the entertainment in the two LCQ races for the final two places in the finals..

"I was in LCQ one and the outside gate was open for business. I took it but unfortunately didn't take care of business as I again got a decent drop followed by a severe roosting up the start straight. Carnage ensued on lap one with everyone trying to gain ground as the leaders disappeared!

"The spine jump section was starting to cause a few problems and I found myself on the deck as two riders in front of me took a Spanish soil sample on the landing side of the obstacle. I was gutted - only a couple of riders on earth would have the pace to qualify from where I was and, unfortunately, I'm neither of them. I needed a great start and to go with the leaders' pace to increase my speed and laying in the track didn't cut it.

"I still cracked on with flower pots and marshals flying everywhere as the red mist descended. The next lap a rev-happy foreigner got a side swipe from the #777 which left me on my face again. I had given it my best shot on the day but the finals were a step too far. I had to suck it up and then mentally prepare for the 'night' race where the lights go out and non-qualified riders get to turn on full beam and attempt to race around the dark arena.

"Before the evening show progressed from the LCQ stages we had a fitting and incredibly emotional tribute to our lost friend Mika Ahola. Tears were shed and the atmosphere of sorrow, admiration and ultimate respect from every racer and the very knowledgeable crowd was amazing as we stood together on the start straight. It is difficult to describe the emotion but I am sure you can all understand..

"The night race was up straight after final number two so I was lining up in no time for yet another shocking start. What followed was an amazing experience as a crash on lap one in the logs left me once again in a lonely position on the track. My light wasn't pointing anyway near the track so it was absolutely awesome fun riding the track pretty much blind. I knew when I was passing Sutty trackside as he was getting the flash directly in my eyes to add to my woes - cheers Sutty!

"I pulled off the track after passing the final chequered flag of my night's racing with a big grin across my chops. We had given it 100 per cent and taken an amazing and pretty much stock bike, a lot of enthusiasm and a hunger for adventure to Barcelona and enjoyed every second of it..

"A big shout out to JW and the KORR team on their fantastic second in the world championship and a massive thanks to Sean, Marge and Sutty the driving machine', Molson World Team, KTM UK, Molsongroup.co.uk, Stolen BMX Co, Metzeler UK, www.uk.ridexperience.com, Evoke Concepts, No Fear Europe, Davis Plant Hire, Hydratech, ISO2 Sports Nutrition (get well soon Mark), Maple Scaffolding, Motorex, Hyundai Heavy Machinery, Gaerne, Shoei, Nukeproof bicycles, Bikestation UK, GoPro, Mojo Suspension, Eric P, Jonty E, Armadillo Marketing, Three Cross Demo, Tubman, TC, TB and H, T n T.

The very best of good times...











We're all guilty of ignoring our loved ones from time to time and for me that's particularly true of my dirt bike when the days get shorter, the weather gets sh'ttier and the temperature drops to the point where my extremities turn blue. Don't get me wrong, riding in the cold and wet is okay but sometimes I'd rather just be in my heated workshop tinkering away – aka drinking steaming mugs of coffee and reading dirt bike literature – instead of being up to my nuts in muddy ruts.

If your bike has been put to one side over the winter months – like mine has – there are a few things worth replacing, a few things worth checking and a few jobs worth doing before you hit the dirt. While the chances are your bike would be okay regardless of whether you did any of these small jobs or not, for the sake of looking after your prized possession and also for your own personal safety the hour or so it'll take you to do these bits is time well spent...



FUEL DUMP

Unless you were smart enough to drain your fuel tank and carburettor before storing your bike for winter the first thing you're gonna do is get rid of all that old gas which by now will be far below par. As well as deteriorating quite quickly petrol is a hazardous substance so you'll either have to dump it in the ecologically sound container down at your local recycling plant or, my favourite, in the fuel tank of your car where performance isn't such an issue.

If you own a bike with a carburettor this job's easy as pie, simply pop off the hose to the carb, open the petcock and drain it into a suitable container like a champ. The bad news is your carb's gonna want cleaning out n'all but we'll get to that in a mo.

If you've got a fangled four-stroke with EFI the quickest way to empty the old gas is to whip off the tank and pour it out of the hole you originally put it into. Simple. The good news is that the throttle body needs no servicing at all – good times!



GREASE, MONKEY!

A tube or pot of high quality grease generally costs less than a tenner but will go a massively long way towards ensuring your very expensive dirt bike continues to perform like a good 'un if you're not afraid to use it. The list of places a dab or smear of grease will do wonders is lengthy but you've got to take the time to clean the surfaces you're applying it to first because grease and dirt combined creates an awesome grinding paste.

Ideally you should clean then lubricate the following items with grease –

- Front and rear axle
- Steering head bearings
- 6 Clutch and brake lever pivots
- Rear brake lever pivot
- 6 All bolt shafts and threads
- 6 Suspension linkage

Whenever you reassemble and tighten a greased part make sure you wipe away the excess afterwards as it'll only attract dirt.

STORAGECHORES!

IF YOUR BIKE'S BEEN STOOD PROPPING UP THE GARAGE WALL ALL WINTER IT'S TIME TO SHOW IT A LITTLE BIT OF LOVE BEFORE THE OFF-ROAD SEASON STARTS AGAIN...



CARB CLEAN

Getting into the habit of draining your float bowl each time you wash your bike helps lessen the need to clean your carburettor on a regular basis as the nasties generally get flushed away before they can find a home. If you've not emptied your bowl before letting your bike stand you need to whip the carb off and give it a good clean. The screws that hold on the float bowl round off easily so using quality tools on these is an absolute must.



If you put away your bike with a crusty air filter then you might want to just bin it off and buy a new one, it's always a good idea to periodically replace your air cleaner anyway so now could be as good a time as any. If you're not going to replace it you'll at least want to clean and re-oil your filter for the ride ahead. While you're in the area check the condition of the air boot and fixings n'all.



FINAL DRIVE

Lube up your chain with an off-road specific oil then check your chain's the correct tension by slipping three fingers between the swingarm and chain just to the rear of the chain slipper. Actually scrap that, check the tension first then lube it up - it's far less sticky for your fingers. Also visually check your sprockets. If your sprockets are worn out they'll need replacing as a complete set along with a new chain.



BRAKE FLUID

Your brakes are a very important part of your bike for both safety and performance purposes so let's start the New Year with a fluid change. Brake fluid is hygroscopic which basically means that over time it draws water from the air - and the more water your brake fluid has in it the less well it performs so it's a good idea to generally replace the fluid at least every few months as well as each time you've got the brakes hot enough to squeal.



THROTTLE CLEAN

While sticking throttles aren't as common as they used to be they're still a clear and present danger - mostly down to poor throttle-tube prep. The chances are if there was any moisture or grit inside your throttle-tube/housing when you parked up your bike it'll have gone crusty/rusty by now so eliminate the potential for disaster and give it a good clean out and lube with a light spray oil like Q20, WD-40 or GT85.

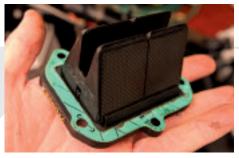


OIL SWAP

You should have really changed your motor/gearbox oil before the winter break but if you didn't do it then you'd better do it now! To get the best drain possible you'll need to fire up your motor and get it nice and warm the warmer the engine the better the oil will drain as it gets thinner the hotter it gets. Used engine oil is seriously nasty stuff and carcinogenic too so keep it away from your skin and make sure you dispose of it properly.



You should really get in the habit of checking your tyre pressures on a ride by ride basis but it's especially important if your bike has been stood motionless for any period of time because I can guarantee that they'll be lower than a joke about your mother. As a rule of thumb you wanna be running between 10 and 12psi depending on track conditions unless it's really rocky and then you should increase them slightly to help combat punctures.



TWO-STROKE EXTRAS

Two-stroke owners should replace their reeds every 12 months or so and now's as good a time as any especially since you'll be whipping your carb off to give it a good clean out. Another thing to have a look at is the ignition. Check all the connections and ground points for corrosion and give 'em a spray with a light lube then whip off the ignition cover and check there's no moisture in there - you should do this on a weekly basis...



FRONT-TO-BACK SAFETY CHECK

And finally starting from the front axle you need to check that every nut and bolt between there and the back of the bike is tight - like a tiger. By starting at the front and working backwards you really can't forget anything so get out your tools and start testing for tightness. Give each bolt a tweak to check it's tight, if you're not sure how tight something should be then consult the workshop manual that came with your bike.





STAR SPANCLED!

WHILE ONE HALF OF THE GP PADDOCK HEADED TO VALENCE IN FRANCE, WE PACKED OFF OUR PET PORTUGEEZER TO MANTOVA IN ITALY WHERE THE OTHER HALF OF THE PADDOCK WERE TEARING IT UP AT THE STARCROSS...

Words and photos by Nuno Laranjeira

X fans are spoilt for choice when it comes to pre-season international races. In Britain we've just been treated to a red hot Hawkstone event and the weekend before there were two to pick from – Mantova in Italy and Valence in France.

Conspiracy theorists may argue this clash is intentional to stop the top riders squaring up to each other before the GP opener, others will point to a shortage of free dates. Either way, it frees up space on the gate for young national riders to rub shoulders with the best in the world.

As well as a choice for the teams it also means a choice for the MX media and this year I chose bella Italia over la belle France...

For 2012 the Mantova Starcross was celebrating its 29th birthday. This historic north Italian city is only a two-hour drive from Milan and was the home of racing driver and rider Tazio Nuvolari after whom the Motoclub Mantovano named their sandy track. It has held

seven GPs in the past – the last one being the GP of Lombardia in 2010 when Tony Cairoli and Ken Roczen ran out overall winners.

Spread over the weekend, there's a real feel of 'fun' with uno contro uno – that's one against one – knock-out laps to entertain the crowds. Cairoli and the new 350 are bullet fast right out of the startgate and every time that happens during the one-on-one laps team boss Stefan Everts has a big smile on his face, probably mentally picturing a season of GP starts to come. But Tony C doesn't make it as far as the final after losing his sudden death semi to David Philippaerts who then finds himself getting a spanking at the hands of 250F-mounted Jeffrey Herlings.

The more serious business of racing takes the form of three 20-minute plus two lap motos with everyone pitched in together. After dipping out of the uno contro uno big prize Cairoli makes sure he tops the MX1 podium but he only wins the opening race and is beaten into second by Herlings in race two and former British

champ Evgeny Bobryshev in race three.

The second race is a corker with Herlings and Philippaerts scrapping for the lead as Cairoli fights his way back from a crash at the start. On lap five the Sicilian world champ manages to pass the Monster Energy Yamaha rider but he can't catch his Red Bull KTM team-mate, later claiming that the supertechnical track better suited Herling's 250F.

The final race looks to be Cairoli's to lose before Bobby makes a pass stick on lap 10, the Honda-riding Russian winning by just over a second.

Apart from Alfie Smith as a spectator, the only other British rider in Mantova is Elliott Banks-Browne. After a promising second place in Saturday's qualifying race he combines two DNFs with a fourth-placed MX2 finish in race two. His HM Plant KTM UK team-mate Kevin Strijbos has a much better day and takes fourth overall in MX1 with a 6-7-6 scorecard while a couple of eighth-placed finishes help Lanes Kawasaki's Marc de Reuver to a top 10 result.





"We made some modifications on the engine to find a little bit more torque and horsepower, the suspension only had some small internal changes. Tony's bike also has a new exhaust pipe. We found more torque for him - he's coming out of the corners really fast, sometimes it even looks faster than the 450 with response and that's the main difference we got from last year's race bike."

also due to a bigger rear axle and then the flex from the swingarm is different from last year's. Frame wise he didn't choose what will come in 2013 yet, he's still

on the 2011/12 frame.

KEVIN STRIJBOS

W 88 W

"I didn't ride much yet because of the weather, I only rode for two weeks which is not that much. I use the international races to come back to the rhythm and see where I'm at.

HAT'S CHANGED?

"I know that I need to be more relaxed like I feel at a race like Mantova. And pushing always during the season even if I have a bad day instead of just riding around.

READY FOR VALKENSWAARD? "When I can see Tony doing four

seconds per lap less than me it means that my speed is far from good so I need to improve there. We didn't test with the suspension yet so I need to do some more testing also.

EXPECTATIONS

"I would like to do like I did my last GPs last year – in the top five would be good and some podiums too."



JORDI TIXIER

"I trained a lot with Stefan Everts, we rode much in the sand and then we had two weeks in Spain on the hardpack with Jeffrey and Jeremy. We then went to Sardinia as there are all types of sand tracks there."

VHAT'S CHANGED?

"Easy! I came to a factory team – a dream come true!'

READY FOR VALKENSWAARD?

"I need to improve in the sand badly. Stefan helped me with the riding on the sand tracks so it is already better but like I said I need to learn more and we're going to be together practising again in March."

EXPECTATIONS

"I would like to be in the top seven at the end of the season, I will be trying to be in the top 10 in the sand and maybe an occasional top five for the end. We'll see...



JEREMY VAN HOREBEEK

"I did a lot of physical training before riding again in December and then I had a really good time in Spain riding with the team. After that I went to Dunkirk in France to ride in the deep sand.

WHAT'S CHANGED?

"I learned to focus and not make many mistakes, after this I will only need some good starts."

READY FOR VALKENSWAARD?
"I'm still not ready for the GPs, I still need a few more races so the ones from the Dutch championship will give me that race rhythm hopefully."

"It's my last year in MX2 and I actually prefer the big bikes. I hope to be doing many podiums and some top fives. To do a top three at the end of the season would be a great thing. I still have that win in Spain in 2009 but since then I could never put the puzzle together again but I think that this year will be it.'



Van Horebeek's looking to get some more race time before the first GP

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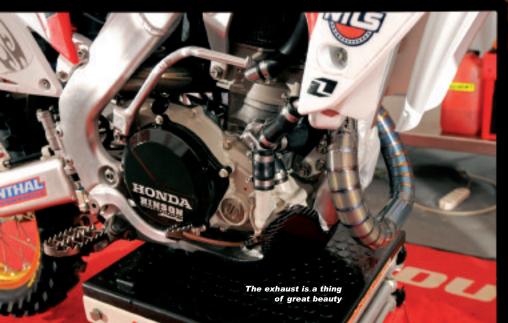












Bobby grabs a moto win in Mantova

GETTING TECHNICAL

LORENZO RESTA (FACTORY HONDA)
"We changed a lot of stuff on the bike from last year —
it has a brand new frame and swingarm. The frame is
machined, not cast, something completely different.
We have new suspension too — the front fork is a new
thing, the Showa SFF air forks. With the new bike we
did some changes regarding the whole balance so on
the triple clamp offset we moved Bobryshev's a little bit
forward but that was it.

"We have a brand new engine with the exhaust coming out from the opposite side then turning into the frame, passing between the rear shock and the head and coming out like it was last year. Also a new head, cam and crankshaft and new exhaust system. Regarding the ECU, last year we were using GET but now due to Honda's internal reasons we're using the HRC system.

"This year's bike is easier to turn and the engine is performing very well although I think that the best we got from the bike this year is the way we put the power on the ground. This is a true prototype, maybe the only thing in common with the stock bike are the plastics..."





THE THE CONCLUDING PART OF HIS GEORGES JOBE SPECIAL JACK PICKS UP THE TALE IN 1984 WITH THE BELGIAN LEGEND POISED TO MOVE INTO 500 GPs ARMED WITH A TEAM GREEN KAWASAKI

Words and photos by Jack Burnicle

aving regained the 250 world championship with Suzuki in 1983, Georges Jobe made his Kawasaki debut that autumn at the Genoa supercross in northern Italy, wearing boot protectors inscribed with the message

'Just Married'!

After a career spent aboard 250 Suzukis, Team Green boss Alec Wright planned to thrust Jobe into the 500 GP spotlight against the might of the Honda Racing Corporation. Andre Malherbe, Dave Thorpe and Eric Geboers - together with Yamaha's defending champion Hakan Carlqvist awaited the 23-year-old Belgian. And once again for the fourth successive season - Georges took a world title to the wire, this time in conflict with ex-champion Malherbe. "Andre and I were good friends," he says. "We holidayed together, partied together, played tennis or went karting together. But in the race we fought! I liked the fight because it was always clean.'

Georges had a new mechanic in classic bike enthusiast Jean-Marie Hacking - who built Jobe a gym at his house in Retinne - and, as the rest of his family took a back seat, fiancée Fabienne became his fiercely dedicated one-woman support crew!

Jobe dramatically won the opening round at Schwanenstadt in Austria where he'd triumphed in a 250 GP three years earlier. Then he won again in Switzerland and after seven GPs lay a close second to Malherbe. The trip to Carlsbad, California, didn't go well but Georges responded with a blistering double win in Canada and that historic double jump over Malherbe's head at Hawkstone Park before enduring a torrid time back home at Marche en Famenne. On a hot, dusty day he fell, lost a couple of crucial points to Andre and needed a win at Italy's final round. But Thorpe was on a roll and Jobe, second overall, had to concede the title to Malherbe by just 11 points.

The 1985 season opened disastrously. Fire

ravaged his house and then he crashed heavily at the Beaucaire international in France. Jobe never mounted a grand prix rostrum until round seven in Holland and ended the year fourth overall, three points shy of third-placed Geboers. Yet he felt in better shape! "My mind had become more experienced," he explains. "From my home burning down to a flat tyre at the last GP, I could accept that anything might happen - 1985 made me feel stronger." And on September 30 Fabi gave birth to daughter Maite. "She gave me another point of view and a lot of motivation," explains Georges.
"I practised hard and enjoyed my racing again. In 1985 I thought I'd lost that enjoyment for good...

For 1986 he had a new mechanic - scraggy little Belgian genius Johan Luytens - and with major backing from clothing giant M Robert and the Italian Kawasaki importer Jobe once more took on

the might of HRC. Cruel weekends in Holland where his frame broke in half at the headstock to deny him a fabulous victory and Sweden where he crashed and suffered a shoulder dislocation messed up the first half of his season. But in a sensational recovery he did the double in France, lost a disputed 'dead-heat' with Geboers at Hawkstone Park (Georges is still convinced he won that famous dash to the line!), dominated Namur and took the championship down to the wire again, this time against all three factory Hondas!

An enthralling Luxembourg Grand Prix saw Jobe nick a brilliant victory from Dave Thorpe, yet finish fourth in the series again - only 20 points off the champ!

In 1987 Georges moved onto a private Honda backed by M Robert. With Malherbe and Geboers gone it was a straight fight against defending champion Thorpe who crashed out in Finland where Jobe claimed victory and a title lead he never lost. Clad in glamorous, almost fluorescent pink M Robert gear, he swept to three successive triumphs in the mire of Germany, the dusty Italian valley of Ponte e Egola and an exciting Farleigh Castle, eventually lifting his first 500 world crown back in Luxembourg where he mounted the rostrum in tears with daughter Maite on his shoulders. Georges proudly topped off a fine season by beating the Americans in the rain-lashed mire of Unadilla's MX des Nations.

Meanwhile, Eric Geboers had won Honda the 250 title and would head back to 500s with the possibility of becoming the first man to clinch 125, 250 and 500cc world championships. Georges, of course, already had 250 and 500 crowns so he typically headed off into the 125 class, up against outrageously quick kids like Davey Strijbos, Mike Healey and ultimate champion Jean-Michel Bayle. "It was an adventure," he smiles. Not surprisingly it didn't work! But Georges mounted the rostrum in Czechoslovakia behind Strijbos, finished joint third in Germany behind Strijbos and Bayle and lay fourth in the series before missing the final rounds and falling back to 10th.

So Jobe headed back into the big bore class on a private Millfix Honda in a team set up by his stricken friend Andre Malherbe, now wheelchair bound after crashing in the Dakar Rally. The new squad did well with Georges finishing the season sixth overall - then he took another outlandish plunge into the unknown, conceiving a lightweight 360cc 'YZ250' which he debuted in a huge supermotard event at Lydden Hill, Kent, at the end of 1989. This enterprise began well - third in the opening moto of 1990 at Valkenswaard - but faded quickly as Georges became disillusioned with Yamaha's lack of interest. A distant 14th at season's end, he returned to a private Honda this time backed by brother Claude's transport company.



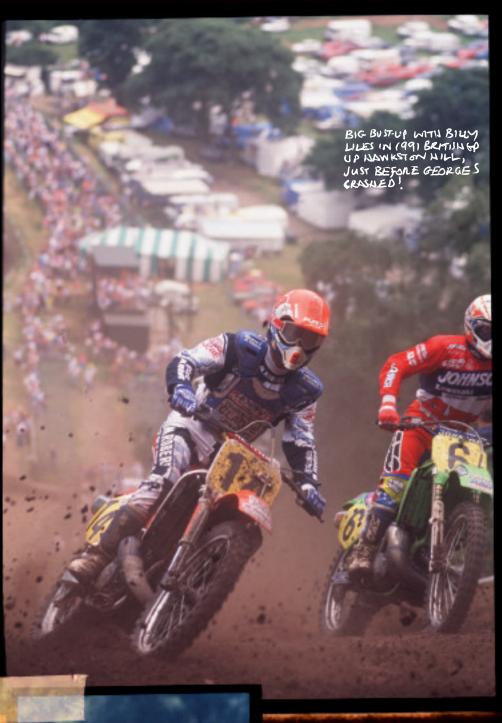




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JOBE ATE NILOUL'S ROOST IN THE 1992 SWISS 500 6P BUT EMERCED WORLD CHAMP AGON

With Thorpe struggling to adapt at Kawasaki, Jobe's main adversaries were Kurt Nicoll (KTM) and Thorpe's teenaged team-mate Paul Malin. Nicoll set the early pace but Georges scored consistently and eventually ousted the Englishman on an unhappy weekend in France where Jobe's friend Charlie Tonus crashed heavily during practice.

A distraught Georges overcame the anguish to claim second place behind Malin. Nicoll then broke his leg in Holland before Georges dominated the Italian round and recovered heroically from a first-race crash at Hawkstone Park to filch a vital second overall from Jacky Martens.

Further race wins and rostrum successes in Germany and Belgium meant Georges seized the crown from Martens with a top three finish in Luxembourg. He then upheld European prestige with a fine third behind Bayle and Jeff Ward at Glen Helen's final round in Southern California.

By now the elder statesman of grand prix racing, Georges continued to dredge up reserves of passion and graft that shamed his younger rivals in another battle to the brink. Despite a contentious new format of three shorter races

that diminished his great strengths of stamina and dogged determination, Georges scored consistently during the early rounds although he didn't win until half-distance in Germany.

Second to Billy Liles at Hawkstone, where Kurt Nicoll crucially pulled out of the third moto, Georges won in France before Nicoll took command. Victories in Belgium and Luxembourg meant Kurt arrived at Roggenburg trailing Jobe by just 11 points. In a day of high drama Fabienne boarded Georges to three second places behind the KTM – enough to retain his world championship by just two points! A disconsolate, tearful Nicoll mounted the rostrum alongside an equally emotional Georges who hugged Fabi tightly to his side.

And they retired at the top. Aged 31, Georges had won 28 GPs and five world titles across 13 seasons - only Stefan Everts has exceeded that winning career span. Georges went on to run his own grand prix team backed by Belgian Telecom but admits that his greatest feat was recovering from a huge practice crash three years ago that left him temporarily paralysed. Little wonder Arnaud Tonus has gained inspiration from this remarkable man.



Words by Paul Lindsay Photos by Paul Lindsay and Sutty

PE Kawasaki's MX1 hopes are firmly pinned on Martin Barr this season. In recent years the 24-year-old from Ballyclare in Northern Ireland has emerged as Ireland's number one performer, finally stepping out of the very large shadow cast by three-time British champion and fellow Ulsterman Gordon Crockard.

Martin is a product of the Steve Dixon school of motocross. He spent five years at Dixon Yamaha and lifted the British 125cc youth title in 2004 before moving into the adult ranks. Ever since that first foray with the Dixon Yamaha squad the County Antrim man has based himself in England, close to his team of choice. But with eight years' experience now under his belt the #50 plate has decided to stay at home this year, opting to practice and train on Irish soil and travel to races with his new companion -Snoopy the dog!

the rural village of Doagh, just a stone's throw from his native Ballyclare, to discuss his new team, plans for 2012 and what the future holds...

DBR: You've ridden Yamaha, Suzuki, Honda and KTM bikes in successive seasons since 2008 so what swayed your decision to join LPE Kawasaki in 2012?

MB: "Team owner Steve James put a real good package together for me. He's really laidback but a hard worker and has added two top quality mechanics in Paul Teasdale and my mechanic Andy Pringle. They are both former CAS Honda men and have won championships with de Dycker and MacKenzie. They have a lot of experience and we've put that to good use.

Steve just loves the sport. He's been involved for 20 years and this is his seventh year running a team. The way he looks at it too many teams come in and go too big too soon so he We caught up with Martin at his new home in has just chipped away and kept building and



adding to his team. He didn't want to be there just one or two seasons then drop out. The last three years he's run the official Kawasaki team in DBR: Do you think it's finally your time to step up the UK so that just shows you what kind of work ethic he has.

DBR: You had a number of years on Yamaha machinery in the Dixon team and since then it's been a quick succession of change. Are you trying to complete the set?

MB: "[Laughing] Yeah! This is my fifth year with a fifth different manufacturer. I always rode Kawasaki as a schoolboy so it's exciting to be back on them. This year jumping on the 450 after being on the 350 KTM last year will help me a lot. Straight away the bike handled like a dream and the power delivery is so smooth but there's plenty of grunt there when you want it.

"All in all it's a brilliant bike. They've completely changed it from the 2011 model. It's actually like riding a 250 it's so small, nimble and skinny. I'm loving it every time I jump on it. I just

have a smile on my face all the time now."

and win a British title?

MB: "No doubt it's going to be tough. It's not going to be easy but Steve and I want to go and win it this year together. I believe I can win it which is more important. I've been third in the British championship three times now and I want that number one spot. It's what we work hard for.

Yeah there's Strijbos, de Reuver, Swordy, Whatley, Krestinov, Dougan, Karro and Parker. There's half-a-dozen guys there at least that can win motos and Shaun Simpson as well. But it's all about who can be there every weekend, be consistent and on that podium. Personally I think Strijbos and de Reuver are going to be in for a bit of a shock as I don't think they realise how good the British pace is. You obviously have to stay injury free and have a little bit of luck that's required to win a championship but I've been working hard for it."

DBR: With de Reuver also Kawasaki-mounted this season does that add another personal challenge to be the first green bike home? MB: "He's a really good rider, been in factory teams and won GPs but yes I want to be the first Kawasaki home. But I also want to be winning no matter who is behind me. He's obviously going to be good in the sand and you can't rule him out."

DBR: The biggest change this year apart from machinery is deciding to base yourself at home in Northern Ireland. What was the deciding factor having spent eight years in England?

MB: "It has a lot of benefits. I have been living in England since I was 17 during the racing season so I'm quite excited to be living at home during the year. It's hard to be without your family and friends. A lot of the time after races I've been on my own so if I had a bad weekend that's all I thought about and it drove me down into a hole at times.

"That wasn't doing my confidence any



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good. Hopefully I'll not be having too many bad weekends this year though. I've plenty of tracks here to be riding on and I've got Fitness First helping me out with gym membership and on top of that I've gained quite a bit of experience and I know what I need to be doing.

"It does mean a bit of extra travel throughout the year but I think I can handle it. You've got to be happy at the end of the day and I think being home preparing for races will help me mentally this year."

DBR: Can the local tracks in Ireland provide you with the terrain you need in terms of preparation?

MB: "The practice tracks over in England are always busy and there can be a bit of waiting around whereas here you can crack on and do what you want, when you want. As preparation goes there's not a big difference. Obviously in England there's places like FatCat which is run as a full-time business and the track is always perfect and well prepared. But it's hard to beat practising on a rough track so maybe that'll give me an advantage."

DBR: Gym work is notoriously monotonous. Is there anything else you take in as part of your programme which you can enjoy?

MB: "There's a group of us that go trials riding. Alastair Seeley [BSB rider] also goes with us.

There are loads of boys and I couldn't name them all but it is good training and we egg each other on to do different things and have a real laugh. In the gym I train with Clifford Wilson and we push each other on and challenge each other so it never gets boring."

DBR: There are so many scientific training programmes these days. What's your approach to training and recovery?

MB: "I just more or less do my own thing now. In the past I've had programmes from people like Joe Barr and I'd recommend his programmes to anyone. But I know my own body well enough now to know what works for me and what doesn't."

DBR: You've sampled the GP scene – periodically – on various occasions. Is that still a box you'd like to tick on a full-time basis?

MB: "Everybody that races at a certain level wants to be world champion. I've tried it before but feel I didn't really show my true speed. So yes I'd love an opportunity to get back into it. This year we will be doing three or four GPs which will keep my name in there and if I can get a couple of good results, who knows, it could put my name in there for the following year."

DBR: What about the American scene?







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The renowned Brembo brand makes its appearance on the 2012 Sherco. This has led to an improvement in the feeling of the clutch and brake systems and provides gains in braking power and gives them a more progressive feel





Front suspension

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Front wheel

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Wheelbase

Weight

Ground clearance 350 mm (13.78 in) 870 mm (34.25 in) Seat height

Hydraulically activated Brembo i: Ø 270 mm (front) Ø 220 mm (rear) iR: Ø 260 mm (front) Ø 220 mm (rear)

Ø48 mm tubes rebound and compression adjustable 300 mm of travel i: SACHS «OR» telescopic fork

iR: WP telescopic fork

WP progressive, multiadjustable rear shock utilizing a linkage and rod system 320 mm of travel

Excel 1.60 x 21" aluminum rim, steel spokes and Michelin Enduro Competition tube type

Excel 2.15 x 18" aluminum rim, steel spokes and Michelin Enduro Competition tube type

102 kg (225 lbs.)

1.480 mm (58.27 in)

1.480 mm (58.27 in)

870 mm (34.25 in) **66950**

Sherco frames are famous for their excellent adaptation to the practice of enduro racing in all conditions. There is a big revolution in 2012, the enduro models are receiving a totally new, semi-perimeter frame made from chrome molybdenum. This new design was chosen after extensive testing in the enduro environment and proven to provide excellent performance in this discipline. The shape and thickness of the various frame components varies depending upon the constraints and loads applied to them. This results in

i: Ø 270 mm (front) Ø 220 mm (rear) iR: Ø 260 mm (front) Ø 220 mm (rear)

Ø48 mm tubes rebound and compression adjustable

300 mm of travel
i: SACHS "OR" telescopic fork
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high lateral stiffness (for more precise handling, better control in the corners) without increasing the longitudinal stiffness (providing excellent comfort and a neutral feeling in all circumstances). This new configuration allows a clearer focus on the rest of the components, the swing arm, the exhaust and the fuel tank have been redesigned to enhance the total feeling of the bike. The 2012 Sherco becomes sharper and more accurate, while keeping the tracking and feel of the front end that has made its reputation.



The 250 and 300 motors have been revised for the 2012 models. They have a new cylinder head that improves the power at all speeds. The ignition mapping has been revised to compliment the engine updates.

Sherco has used it's experience as a pioneer in the use of fuel injection on enduro bikes. The routing of the wiring harnesses and the location of the fuel injection connectors (new and fully sealed) were very carefully thought out when designing the new frame.











MB: "I was out there in 2008 and did a national race and absolutely loved it. The Americans know how to do it right and the money they can earn is phenomenal. I've also been to a few of the supercross races in the States and I'd love to have a go at them. It looks brilliant fun and enjoyable to ride. I don't think it would take me too long to get into the swing of it. I'm a pretty technical rider and quite smooth which is a big plus for racing over there with the jumps being so big and having to time everything perfectly."

DBR: Do you think the LPE/Pro Circuit connection can maybe fuse a link and open up a door for you in America?

MB: "You never know. It's a very strong link and we've already looked at the calendar to see if I can get out and do another national race in America this year with the LPE Kawasaki team. I've been out there quite a few times in the winter training and I just love the place. It's the only

other place I think I could live apart from home. I've been to both Florida and California. You really have no excuses out there with the quality of the tracks and the great weather."

DBR: What about following Brad Anderson and Billy MacKenzie out to Australia for a year or two?

MB: "Josh Coppins and Ben Townley are also racing in Australia. I have had opportunities this past two years to go out. Last year I was asked to ride a Honda but with being contracted to KTM it couldn't happen. If I get an opportunity this year with Kawasaki I'd certainly consider it. It's a brilliant series out there – the tracks look good and obviously there's a bit of money to be had. Even their supercross series is an option."

DBR: Looking ahead to this season with LPE. What experience do you think you've gained that you feel will make you a genuine title contender?

MB: "Last year I started off pretty crap to be honest – 13th and 11th in the opening two races and fourth in the last moto. So first of all I've learnt you need to be consistent as I was playing catch-up after that. I've done things quite a bit different this winter in my approach to round one. "The last year or so I've worked a lot on my

"The last year or so I've worked a lot on my hardpack riding which has let me down in the past. Last year I got my first overall win on hardpack at Foxhill so that was a big confidence boost for me. From experience it's about being able to deal with all the different types of conditions."

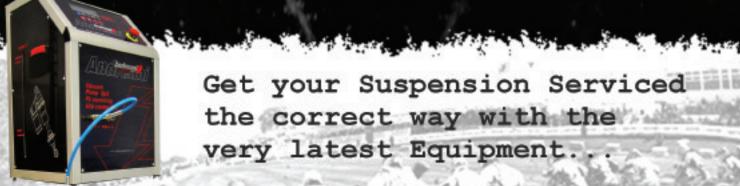
DBR: Would you say British championship motocross is in good shape at present?

MB: "Yes, it's really good and with all the names they have it would be a good year to win it. My personal preference would be two longer motos than the three shorter ones. Anyone can go fast for 20 minutes and the disadvantage of

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that is if you have a crash at the first corner or on the first lap it makes it more difficult to pull back through. At the end of the day it's the same for everyone but the longer races sort the men out from the boys.

"It just makes it more difficult when we do a couple of GP races as we're not used to the longer motos. You can practice them all day long but once you're in among the best riders in the world and have to bust out a moto it's difficult. The best riders in the world go quicker as the moto goes on so the last thing you need to be doing is getting tired."

DBR: How important is it to race and win at home in front of your home fans at Desertmartin?

MB: "I'm really looking forward to the British coming back to Desertmartin this year. I had the speed to win it last year and threw it away. At that time of the season last year Anderson was inside my head but I learnt a lot from it. I went away, did my homework and came back in the Red Bull Pro Nationals and smoked it. I won both motos. It would be nice to come back now and win the British round in front of my home fans and all my friends and family."

DBR: Has finally stepping out of Gordon Crockard's huge shadow been a monkey off your back? After all he's been the dominant force in Irish MX for over a decade...

MB: "Obviously Gordon is a legend in Irish motocross and what he's done in his career is fabulous. He's been the best from here from...forever I suppose! I've always wanted to take that away from him but in a good way. He's still the last British champion from Northern Ireland and I want that title myself now. He's had a fantastic career.

"I think the first time I ever beat him was at Desertmartin during my first GP. I walked away with a big smile on my face that day. That's the benchmark he's set for the rest of us. There are still a lot of Gordon Crockard fans out there so it's time I brought a British championship home. After that maybe I can go after his record."

DBR: Do you feel your profile has grown in recent years?

MB: "The PR side of the sport is now very important and apart from features and pictures in magazines, social network sites like Facebook and Twitter are a good way to promote myself. I always try to get back to anyone who contacts me unlike some riders who ignore fans.

"My feet have always been firmly on the ground. I'm not a robot or a superhero and it's nice to have young kids wanting to contact me. One young lad wrote a letter in school recently saying he wanted to be Martin Barr as 'he's pretty cool and gets all the girls'. I just wish it were true. He must mean another Martin Barr!"











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NDEN'S NEV BRADSHAW FINALLY CLINCHES ONE AND TC **DEFENDS THE OTHER AS THE SHORTENED - BUT** ALL THE MORE INTENSE FOR IT - FUTURE WEST BRITISH SX SERIES SIGNS OFF AT THE LG ARENA Words by Sean Lawless Photos by Sutty hrills! Spills! Excitement! As well as dropping a couple of rounds Unpredictability! And that's just the the championship has also dropped a behind the scenes jiggery-pokery! series leader coming into Birmingham with Supercross racing should be all Pro Open pace-setter Brad Anderson these things and then some but the 2011/12 Future West British turning into a jet-setter and buggering off Down Under for a crack at the Aussie

SX Championship has seen almost as much action off the track as it has on it.

With rounds one and two in Sheffield and Belfast already in the bag round three in Glasgow was cancelled due to problems with the dirt needed to build the track. Then the SX really hit the fan when the Canadian-based promoters Future West dropped the ACU over an insurance fall-out, cancelled the Wembley Arena round and signed up with the MCF for the series swansong at Birmingham's LG Arena.

So five becomes three but does the abbreviated series - not to mention the three-month gap between rounds - result in a deflated final encounter? Or will the curtailing of a couple of clashes simply serve to serve up a blistering, bar-bashin' climax? Thankfully for the fans the answer's definitely the second one...

nationals. And with Bradley gone it's defending champ Tom Church who starts in pole, three points ahead of Neville Bradshaw who in turn has a three-point buffer over Nicolas Aubin. Drop down a capacity division and the Pro Lites is a two-horse race with Aubin and Bradshaw locked together on 47 points each.

Buildbase Honda's Aubin wins his Open qualifier from Church while Welsh powerhouse Ashley Greedy tops the second from Jack Brunell. Stevens/Evo-Tech Honda's Bradshaw is forced to come through his LCQ along with Adam Chatfield while former champ Gordon Crockard also LCQs it with Damon Strydom. The Pro Lites sees Aubin win again in his qualifier from Bradshaw with Chatfield running out in front of the second quali ahead of Brunell as Greedy and Strydom progress via the LCQs.



AM-DRAM

AND QUAD GODS!

Luke Williamson and Buster Hart go into the final round in the Autos tied at the top of the table with each pilot sitting on a win and a fourth apiece. Buster's carrying the momentum after his Belfast victory but three months is a long-time in such a fast-paced sport as supercross and Luke converts a holeshot into a gate-to-flag win and the title.

"It feels great being champion, really good that's probably the best I've ridden out of all the supercross rounds," grins Luke. "I was nervous coming into the race but when I was riding the nerves went away."

The 65s class has been dominated all series by Harry Kimber and the Twisted7 Kawasaki rider keeps his win-streak going to take the title with a perfect 75 points. Harry starts second, gets past Reagan Brooks and it's game over.

Taylor Hammal may not yet be taller than his dad but he towers over the SW85cc division. With his eye on the big prize he keeps his cool, comes home third on the night and takes the title by 15 points over Luke Reading. Victory on the night goes to Jordan Eccles - who's making his first SX outing of the series - ahead of Dylan Woodcock.

Bitterly disappointed after the opening round in Sheffield when his silencer fell off, Gradie Featherstone takes his second win of the series to claim the Super Mini crown by four points from a super-consistent Scooter Webster whose series card runs 3-2-3. But he's made to fight for the win after starting badly and being forced to hunt down early leader Connor Hughes.

"I didn't get a very good start and spun out on a couple of corners but picked my way through and stayed consistent," says Gradie. "It was quite rutty round the back of the double so I just had to go for it to make passes. I'm just so happy to have won it."

James Harrison's the rider on form in Birmingham in the Youth Lites class but it's James Dunn, winner of rounds one and two, who takes the title despite coming home sixth after dropping from second to ninth on lap four. Second on the night, Chris Bayliss is just a point shy of Dunn's total but another second this time in the Clubman Lites final – means he's leaving the NEC complex with at least one title.

Leading into the final round in the Clubman Open category, George Purchase cards his worst score of the series with a fourth but it's good enough for the title by three points from Stuart Morrison. The Main Event again falls to Harrison but it's his debut in the class so he's no threat on the overall silverware.

In the Quad class a third on the night to back up his existing 1-3 card from Sheffield and Belfast is good enough for Jamie Clark to claim the crown. Leon Rogers wins in the LG Arena from Sam Bryan as both riders make their series debuts

64

61

57

41

25



FIIAL SIANNIBS

AUTOS

1	Luke Williamson
2	Liam Brosnan
3	Buster Hart
4	Robby Bruce

James Haddow Adam Wells

65cc

Harry Kimber 75 Reegan Brooks 56 51 Callum Beeken Rossi Beard 49 Ben Burridge 48 Preston Williams 27

SW85cc

Taylor Hammal Luke Reading 52 42 25 Dylan Woodcock Will Keogh Jordan Eccles 25 Rhys Graham 29 **SUPERMINI**

Gradie Featherstone 66

Scooter Webster 62 58 Joe Jefferies Karl Noble 31 Mitchell Lewis 30

Chelsea Gowland

YOUTH LITES

James Dunn 64 Chris Bayliss 58 James Harrison 42 Dan Thornhill Sam Winterburn 28 Ben Putnam 23

CLUBMAN LITES

Chris Bayliss 69 James Harrison 65 49 Dan Thornhill 47 Daniel Brough George Purchase Stuart Morrison 33 31

CLUBMAN OPEN

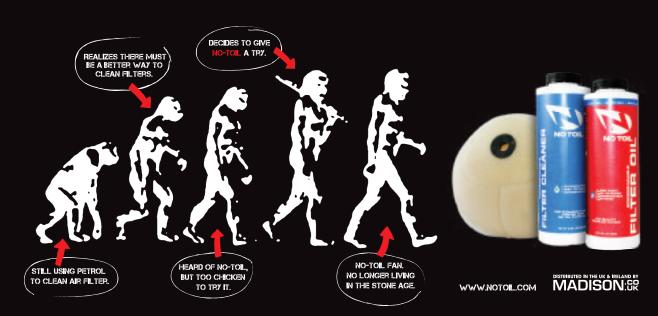
George Purchase 63 Stuart Morrison 60 44 Chris Bayliss 31 Greg Fisher Dan Thornhill 30 6 Ryan Crowder 28 **QUADS**

Jamie Clark 65 Scott Sinclair 48 Thomas Claireaux 46 Michael McAneney 40 Oliver Sansom Leon Rogers 35 25



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LITES

	Neville Bradshaw	• 67
?	Nicolas Aubin	68
}	Jack Brunell	52
ļ	Ashley Greedy	46
5	Adam Chatfield	45
6	James Dunn	40
7	Damon Strydom	26
}	Ryan Voase	26
)	Martin Barr	20
0	Luke Norris	19

OPEN			
1	Tom Church	6	
2	Neville Bradshaw	5	
3	Nicolas Aubin	5	
4	Brad Anderson	4	
5	Jack Brunell	4	
6	Adam Chatfield	4	
7	Stuart Edmonds	2	
8	Ashley Greedy	2	
9	Ryan Voase	2	
10	Martin Barr	2	





"Ashley came out first with me second and we seemed to gap the field quite a bit so I was pretty happy. I think he must have let me go past because he was getting tired and once in front I pulled a gap again, then got caught up with a few back-markers and the next thing I know Adam's in my front wheel and I'm nearly off the track. I didn't even see it coming and I should have had that in the bag with two laps to go so I'm a bit gutted.'

The Open class Main Event sees defending champion Church hardly put a foot wrong in what is billed as his final pro race before retirement. After nailing the start he leads initially from Bradshaw until Crockard pulls through into second.

TC looks comfortable at the front then has a major moment and only just stays on two wheels - he's still upright but the resulting loss of rhythm allows the pack to close him down. But Gordy's challenge ends four laps from home when he cases the triple and goes down like a sack of spuds. Luckily he's okay but his evening's over.

preoccupied after the Lites final so I knew my chance would come from the start and I nailed that bit and went for it," says TC. "I got my head down and built up a really big lead - then I looked back, thought 'Jeez I've got this' and it all nearly went wrong. How I stayed on I don't know. Then I was blowing a bit and they caught me. I don't even know who was second in the race -I was just happy to see that chequered flag come out."

A battered and bruised Gordy – who'd flown in for the race from one of his Spanish schools just hours before and was heading back on an early flight the following day - is relieved simply to be in one piece after claiming the commemorative tankard for crash of the night.

"I was waiting on somebody wiping me out and I kept trying to go inside to stop that from happening," says GC. "Watching those head to heads puts the fear of god into you because you see the guys just chopping themselves into absolute bits. So I went inside before that triple jump and I just didn't get the drive, landed right on it and had a big, big crash. I'm sore but I don't have any broken bones."



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CHAD REED'S UNSCHEDULED EXIT FROM THE 2012 AMA SX SERIES MAY HAVE ROBBED THE CHAMPIONSHIP OF ONE OF ITS BIGGEST STARS BUT WE'VE CERTAINLY NOT SEEN THE LAST OF THE AWESOME AUSSIE...

or the Monster Energy/AMA Supercross series to lose Chad Reed less than halfway through the championship has hardcore implications. Reed used to not be very popular with fans and in many ways with the media either but after starting his own team for 2011 things began to turn around for him.

The fans saw that he loved the sport as much as they did. And instead of reading his honest interviews and calling him a whiner, fans started saying instead that he was just 'telling it like it is'. The truth is that he was always just telling it like it is - or at least telling it as he saw it.

After his huge crash at the Dallas SX where he went over the bars and was pretty badly injured he's been laying low. We caught him on the phone for this interview after he had just had some meetings at Honda about his team's plans for the Nationals. The day after the interview, first thing in the morning, he was scheduled to have knee surgery.

DBR: Do you think that it was the best you've ever ridden supercross when you got hurt? CR: "I don't know. It's hard to claim what's best. I was still in second [at that point in the race]. I wasn't winning. I wasn't out there killing it like 2004 or whatever. But as far as my feeling with the team, the bike and the riding and training - it seemed like it really was together. I felt like I was on the right page. I was on track to take this thing to Vegas. Win some races and put myself in that position. So 'yes and no' would be the answer. And yes, I felt great. No, I don't know if you can claim the best ever. But I felt pretty damned good."

DBR: It seems like, technically, on the bike you were looking as good as you've ever looked in your career to me.

t: "Yeah. I think it's fair to say that by far that's the best I've ever felt on a four-stroke. I was feeling

really good and everything was going to plan. To ride good you need to have a feeling and to have that feeling you've got to work hard with a group of guys that bust their asses to get a great motorcycle for you. I guess that's the good and the bad that comes along with the sport - even at your best you're still not immune. You're not too good to just take a crash like that. I'm not immune to crashing. I'm human and I make mistakes and sometimes they're a little more costly than others

"I mean, you look at my Millville crash. It was just spectacular. It hurt, too. I hit the ground hard. But as far as major injuries or anything like that, I really didn't sustain anything at all. And you take this crash. I wouldn't say it was a small crash but it wasn't no Millville crash, that's for sure. But I walked away with the most injuries that I've ever had from a single crash with two broken ribs, tib/fib and a broken back and a blown out ACL. It's crazy how things work."

DBR: What happened with your left leg? Do you even know or remember? It got stuck somehow on your bike...

"I knew when I left the ground that I wasn't right and that it was going to result in 'over the bars'. I just tried to do what I could do. I tried shifting up to third to get the wheel spinning faster so that it would gyro out and lift the front up faster and save me. But I just wasn't able to pull it off. When I shifted to third and then I crashed and got thrown forward I just felt my foot caught up underneath the shifter and the foot peg. It was a freak accident in that sense. You just can't beat yourself up over it. It's one of those things that you don't necessarily always have answers to. Just for the day in general it was really the best day I've ever had on a motorcycle through practice through timed qualifying, through the heat race...all that kind of stuff. I just felt great. It felt like it was my race to lose. It's weird to have that feeling and then it all ends.



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DBR: A couple of us when we saw that you didn't jump right up immediately said 'that's the season' because if you weren't hurt we knew you'd have been getting back on your bike...

CR: "Exactly. I'm not somebody that likes to or wants to sit on the ground. I got back to my feet. I was winded like nothing else and a little bit dazed. It definitely drove my head in the ground pretty hard. Then my ribs and knee just started pounding. I knew at that point the season was done."

DBR: Do you feel you were riding over your level when you fell or was it just a mistake? **CR:** "It was just my mistake. There's really no other nice way to put it other than it was totally my error. The fact that I just hit the wrong line, got kicked and wasn't able to save it."

DBR: So is that it for racing or will we see you make a comeback?

CR: "When I envision walking away from this whole thing I definitely don't see it the way it is right now, that's for sure. And that's honestly the best positive that I'm taking from this whole experience. At the end of this year I was heavily leaning towards this being my last season and that I was going to move on to something else. And while I was thinking that I was riding at my best. I was enjoying it more than ever. And I won a race, I was getting on the podium and all these things. It was mixed feelings. I was like 'it's cool, I can go out on a high'. I've always said that I'll wake up and I'll know that's it. It's just over. I just

won't have that burning desire to get back on the horse. And at no point did I ever feel that...

"Every time I thought about retirement I felt like I was actually talking myself into it. I was trying to find all these positives with retiring and how cool it would be. So, I think the riding is on the top right now. I just feel like it's the best thing right now. It's a good thing that I have more passion for the sport. I love it, love being around the team. Obviously the riding, the training and everything is — or was — going great. I don't need to be afraid of 30 and I don't need to be afraid of these kids because I can handle them. I can bring it and race with them on any given Saturday. I'm excited to get healthy and get back out there."

DBR: In cycling usually the racers don't peak until their 30s. In moto, though, usually the racers are too beat up by then to see their peak!

CR: "I honestly feel better, younger than I've ever felt. Right now I'm a little hurt, maybe not feeling very good but pre-crash I was feeling awesome. I really was just feeling like it was the most fun I'd had. It was stress-free. Everything was flowing right. There's no reason why I need to walk away at this point.

"I've been really lucky and fortunate that I haven't been beat up too much. A lot of these guys have two blown-out knees and maybe even limping around on one. I've been very fortunate that I've never had a blown-out knee. I've never had any knee surgeries. This will be the first one and hopefully the last one. We'll get healthy and fight back to 100 per cent. We came back from







Reed yanks a holey on the TwoTwo Motorsports machine – his injury means he'll be missed this summer

DBR: Because then you'll know if your knee is

point we're not really leaning one way or the other – we're just having open discussions with

the sponsors and the team. Hopefully in the next month we'll have a clear answer."

CR: "I love Lommel. I do. I love the sand. More than anything, I just love the event itself. I think the event itself is rad. Anybody that turns down the opportunity to go represent their country or who is worrying about the flying and all that kind of stuff... It's crazy. I find it fun. I'd love to get back there and see some old friends and be a part of that event."



COSE ENCONTERS!

THE RYANS TRADE WINS, REEDY CRASHES OUT,
DEANO GRABS THE LEAD AND BARCIA
DOMINATES FROM THE WORD GO...

he 2012 Monster Energy/AMA
Supercross Series started
off promising an epic championship,
just like 2011's historic campaign.
Then the racing started without
Honda Muscle Milk Racing's Trey Canard who
missed round one as he healed from a broken
collarbone suffered in the off-season. He
showed up again at round two but only lasted
until round three before he went out in a nasty
crash, getting landed on by Rockstar/Valli
Yamaha's Ryan Morais.

This left an expected 'front group' of four former champs comprising Red Bull KTM's Ryan Dungey, TwoTwo Motorsports Honda's Chad Reed, JGR/Toyota Yamaha's James Stewart and Monster Energy Kawasaki's defending champ Ryan Villopoto. They all had a win in the first four rounds as we covered last month.

So going into round five it seems likely that we'll have our first repeat winner in the 450cc class...

ANAHEIM 2

The last time the series was in Anaheim – for round one – Villopoto dominated. Returning to Angel Stadium could be the catalyst he needs to get his series back on track after losing the points lead at the previous round.

After winning his heat race he grabs the holeshot in the Main Event, only to have Reed dive inside of him heading into the track's first set of whoops. Only a few turns later, though, Villopoto snares the lead back from Reed after he's able to hang tighter toward the inside in a right-hander leading up to one of the track's two triple jumps and that sets him up for the inside of the

next right-hand turn.

From there the defending champ runs away with it, putting on a clinic and officially leading all 20 laps on his way to his second win of the season while Stewart – the winner of the previous race in Oakland – goes by Reed for second as the race nears the halfway point.

"It wasn't that good," Villopoto says when asked if this was a repeat of Anaheim 1. "I didn't have as big of a lead this time. But the track was tough tonight. All year long the tracks have been deteriorating quickly in the Main Event and Anaheim always gets hard and slippery. You've got to show patience and be on your game."

Villopoto's win lands him back the points lead as the series heads to San Diego for the final California round.

In the Lites class GEICO Honda's Eli Tomac grabs the lead early in the Main Event from TLD/Lucas Oil Honda's Cole Seely and immediately begins to pull out a lead. Monster Energy/Pro Circuit Kawasaki's Dean Wilson does himself no favours off the start, starting outside the top five on a track that most racers comment is tough to pass on. Seely hangs on for second while Red Bull KTM's Marvin Musquin moves up to third and holds Wilson off for the entire race.

"I could've tried something stupid but I don't want to make that kind of mistake again," Wilson says. "Tonight wasn't a good night for me but all I can do is move forward and try and turn things around in San Diego."

Wilson's thinking about gathering points, not individual finishes. But he goes into San Diego – the last race before the Lites West break – trailing Tomac by 22 points.





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ON SHE



Soon after Reed moves into second and on lap three Dungey runs Weimer high in a berm and takes him out. Weimer remounts in 15th and begins moving back forward before he goes down a second time, ending his night. Stewart goes down in the whoops and gets his clutch lever hung up in his pants and has to get cut out of the tangled wreck. He gets up and finishes well outside of the top 10.

Villopoto holds off Reed out front until two laps to go when Reed finds a way by but Villopoto is quick to fight back and repasses Reed just before the finish line. He holds Reed off on the last lap to take his third win of the season and extend his lead to six points. Behind Reed it's Dungey who holds on to finish a distant third.

"I've never had that good of luck here in San Diego," Villopoto says, "and Chad has always gone good here so it's nice to hold on to this one before we head back east."

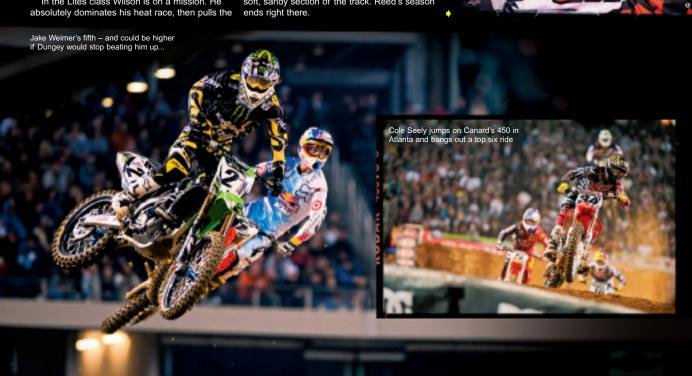
In the Lites class Wilson is on a mission. He

myself to win," Wilson admits afterward. "I had to get back to what works for me which is having fun - throwing big whips and just having a good time. That's what I did tonight and it worked

DALLASFor the second week in a row, Reed and Villopoto are inseparable in the 450 Main Event - this time held inside Cowboys Stadium in Arlington, Texas. However, this time things end much more harshly than they did a week ago.

Villopoto snatches the lead in the second turn in the 450cc Main Event and in so doing forces the entire field to double the track's first triple as that's what he opts to do and he's the leader. He cuts across to the inside as he jumps off the third jump in order to secure the lead over Reed while his team-mate Weimer quickly grabs third.

Reed gives chase to Villopoto for the first six laps before the Aussie goes down in a heap in the soft, sandy section of the track. Reed's season











in his left knee, a fractured left tib/fib, fractured ribs and a broken spinous process on his C6 vertebra He hopes to be back for the Nationals but that's unlikely. He's definitely not retiring, though, as he was at the top of his game prior to the crash. He won't want to go out like this.

Weimer inherits second and spends most of the race by himself until Dungey - who took him out in San Diego - catches him late in the race. Dungey tries to make a pass stick a couple of times before he dives inside of Weimer in a left-hander on the final lap and rams into his cases with his front wheel. The contact breaks Weimer's shifter off and causes his bike to begin leaking oil. Weimer is stuck in first gear for the last half-lap and finishes third to Dungey and Villopoto.

As for Stewart, he's running at the tail end of the top five off the start and then runs into his downed team-mate Davi Millsaps' bike. He doesn't fall but as he pulls his bike back he stalls it. He restarts nearly dead last, then catches up to a very respectable sixth place at the finish. But his bike set-up looks terrible throughout the day.

For Villopoto the win marks his third in a row and extends his points lead to 13 over Dungey.

In the Lites Main Event, round one of the 2012

Lites East SX Championship, Monster Energy/ Pro Circuit Kawasaki's Darryn Durham grabs the holeshot to get things going and has GEICO Honda team-mates Justin Barcia and Justin Bogle breathing down his neck. Durham's team-mate and championship hopeful Blake Baggett comes into Dallas very ill having been throwing up all week long and then goes down off the start, recovering eventually for a dismal 15th-placed finish

In the battle out front Bogle is first swallowed up by Red Bull KTM's Ken Roczen and then goes down with JDR KTM's Malcolm Stewart after which he hits Stewart on the helmet which seems to hurt his hand. Stewart and Bogle are both fined \$500 by the AMA for the incident.

Barcia moves forward, pressuring Durham for the lead and making a pass stick just past halfway. At that point Barcia pulls ahead to win while Durham holds off reigning world MX2 champ Roczen at the line for second.

ATLANTA
Cole Seely – racing Trey Canard's vacated CRF450R - grabs the holeshot with Dungey on his tail. Behind him comes Millsaps, Seely's temporary team-mate Justin Brayton, Hart & Huntington's Josh Hansen, Villopoto, Metcalfe and Weimer.

way to former champ Dungey. By then Villopoto has moved into third. It takes Villopoto another three laps to get by Seely and in that amount of time Dungey puts some time on the field out front.

Over the ensuing 10 laps Villopoto steadily gains on Dungey but once Villopoto is close enough to strike Dungey picks up the pace to hold him off for the last couple of laps. So Dungey takes his second win of the year. Stewart's bike incorporates a steering damper (from a Honda) and a completely new set of forks in Atlanta and although he starts outside the top 10 he manages to catch all the way up to a solid third place finish.

Villopoto carries a 10-point lead heading into round nine of the SX title chase in St Louis.

In the Lites class defending champ Barcia pushes KTM-mounted Lance Vincent wide in turn one to take the holeshot while Baggett - now healthy - files into second. Baggett then spends the rest of the 15 laps playing accordion with Barcia.

Behind them Baggett's team-mate Durham starts third but doesn't have the pace early and loses a few spots. He picks it up again as the race wears on, eventually fighting his way into fifth at the finish behind Barcia, Baggett, Bogle and Blake Wharton.







he ongoing debate – both indoors and out – in America surrounds how to keep the racers healthy. The racers are the show after all and the less top racers any racing series has the less competitive it is. The less competitive it is the less popular it is. It's really simple logic.

The thing is, people are more or less planted on two sides of how to fix this issue.

1) Make the tracks more technical which indoors means having obstacles that mess up the flow of the track and slows guys down and outdoors means letting the tracks get really rough to slow the guys down. Slower speeds should result in less injuries. This is logical.

2) Make the tracks easier which indoors means having shorter laptimes and higher speeds but less stuff to trip up the racers and outdoors means smoothing out the tracks where they get rough. If the track is easier it should result in less crashes which should result in less injuries. This is also logical.

But the thing is, neither one actually works.

And here are the holes in both of those concepts.

CONCEPT #1

More technical tracks do keep speeds down. However, the big problem here is that the more technical tracks also cause people to make more mistakes while also tiring the racers out more during the race. More mistakes combined with being more tired is basically always going to result in more crashes. And no matter how you cut it, more crashes is always going to result in more injuries.

Indoors there's another factor which is that slowing the racers down by making the track more technical also makes the laptimes considerably longer – which tires the racers out even more!

This is the concept in 2012, though. The tracks have been more technical and the racing has been pretty good – especially through the first four rounds where seven different racers won the eight Main Events in both classes. However, the technical nature of the tracks has also resulted in a massive amount of injuries, including the huge crash that

took out Trey Canard and Ryan Morais in Los Angeles and the massive get-off that cost Chad Reed his season.

Other guys injured already include Nico Izzi, Austin Stroupe, Gannon Audette, Eli Tomac (fractured elbow from his crash in San Diego), Andrew Short (shoulder separation), Ryan Sipes, Tyla Rattray (concussion and fractured vertebra suffered in Oakland), Ivan Tedesco, Chris Blose, Josh Grant, Tommy Hahn, Wil Hahn, Josh Hill and more. And after the crashes James Stewart has had you can bet he's not 100 per cent healthy either — although his camp is tight-lipped about it.

To be successful on technical tracks you need to be highly skilled but most of the guys at the top level are that. The real difference-makers are fitness and bike set-up. The guys who are winning on these tracks have (or had) both of those covered – Reed, Villopoto and Dungey, primarily.

But this concept does not work to keep racers healthy – at least indoors. Outdoors it seems the concept works a little better because the races aren't as much of a sprint and because forcing the guys to slow down for braking bumps and the like seems to bring speed down a lot more while not forcing as many mistakes as technicality in supercross seems to.

CONCEPT #2

This was closer to reality during last year's supercross title chase and guys did tend to stay healthier, although it seems that was a bit of a fluke as the 'easy tracks make for better racing' concept had been going since the Ricky Carmichael era and guys were rarely healthy all year then.

The easier the track, though, many times does mean better racing indoors because guys that are considered more 'second-tier' racers — who would normally find finishes between sixth and 10th in the 450cc class — could still hang on to lead for a while if they happened to get a holeshot. On technical tracks the top guys tend to go right by the second-tier guys quickly.

second-tier guys quickly.

But it doesn't keep guys healthy indoors. Why?

Because it's not about the obstacles themselves

most of the time. The thing that makes supercross a bit more risky isn't the jumps, it's how tight the tracks are and how close you have to be to other racers throughout the race. That's what caused Reed's crash in Dallas – he was close to Villopoto and was trying to adjust his flight path when he realised that Villopoto was coming over into his line. So it's not even about contact between racers – although this is also a major factor – but rather racers being forced to make sudden adjustments to avoid other racers. For this reason alone, supercross is risky.

Then add in the jumps and technical obstacles – which are technical even on the 'easy' tracks – and it's always going to be a recipe for disaster. Patience is a virtue. But it's also a virtue most racers don't possess.

Outdoors is where this concept is really flawed, though. When we're talking about higher speeds outdoors we're talking about really high speeds. Baja 1000 like speeds for the 450cc racers. At these speeds if you do go down – even if it is less likely – you are almost assured to be injured. And higher speeds actually create more mistakes because things are simply coming at the racers more quickly – sometimes too quickly.

As a secondary risk factor for smooth tracks outdoors you have the fact that racers can start to become over-confident and will become more willing to just pin it to win it. This ragged type of racing always ends in more crashes and more injuries.

And as a final risk factor, smoother tracks make it easier for racers who aren't in very good physical shape to believe they can push through to the end of the race despite arm-pump or other physical limitations. This also ends frequently in crashes and results in injuries.

So, let's finish logically on this one. Motocross and supercross racing are not safe sports. No sport that requires you to wear a helmet is a safe sport. But, ultimately, it they were safe would we like them so much in the first place?



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'lemonade race' by an uncharitable (and, I suspect, often unwashed) Euro-based journo who shall remain nameless, the Hawk International has managed to shrug off the unkind inference that it doesn't really matter to run annually for 15 years and become the biggest race on the UK calendar outside of GPs and the odd MXdN.

Over the years some of the biggest names in world motocross have graced the Shropshire sand with the likes of Stefan Everts, Joel Smets,

Tortelli all using the event as part of their final pre-season shakedowns before the serious business of world championship

campaigns began. It's no different this time around with MX1 title candidates Clement Desalle and Gautier Paulin rolling out onto the famous track while down in MX2 British champ Arnaud Tonus starts favourite. There may not be titles on the line today but there's still pride at stake and racers of this calibre like to win more than they like to

forget it's also the first chance for British fans to check out the top homeboys outdoors in their new colours.

Both classes get a pair of motos each before the best from both come together for the mixed capacity Route 77 Superfinal to end the day and with the sun making an unseasonal appearance it's a winning recipe this time around with a huge spectator turn-out treated to a banquet of bar-bashin' brilliance! Boom!

Starting the day as favourite in MX2 and



September he took three straight wins at Hawkstone and barely five months later he does the same, sweeping both his motos and then taking advantage of the MX2 class headstart to streak to a famous win against the MX1 pilots in the Superfinal. It's not the first time it's happened here but it's still no mean feat in the power-sapping sand.

working hard over the winter and we've seen a lot of progress on the bikes so that's good. The track's really rough so I've tried to keep my rhythm. To be able to set that pace and beat Clement in the last moto felt really great.

"I'll head back to Switzerland now for some more riding and then be in the UK again for

do the same this year as I did last year. Zach's riding well at the moment so it should be a good battle together.'

It's actually Jake Nicholls who draws first blood in MX2, the Nestaan JM Racing KTM rider laying down the fastest time in quali just .08 ahead of Tonus. But in the two points-paying >>

> Desalle (#25) leads Boog (#121), Swordy (8), Barr (#50) and Strijbos (22) into the WFO right-hand kink at the start of the tunnel section



BOSSING IT! STEVE'S STERLING START!

We caught up with Monster Energy Bike-It Yamaha boss Steve Dixon at Hawkstone. Normally a pretty happy chappy anyway, Steve's got every reason to be chipper so far this season with Zach Osborne podiuming in AMA SX, Tonus winning in Valence and Hawkstone and new signing Shaun Simpson gelling with his 450.

"The whole team's been working really hard since last year," says Steve. "We want to step it up to factory status because we know our guys can be up there with the best. I think Arnaud, Zach and Shaun can do really well this year – it's the first year we've had three high-profile riders and they've all been on factory teams so it's up to us to step our game up from the bikes through to the truck and the workshop."

So will we see his team contest the full Maxxis series this season? With Tonus the defending MX2 champ, Osborne the 2010 champ and Simpson a genuine contender to earn Steve his first big bike crown since Paul Malin back in '99 he could be looking at a unique double.

"With the schedule as it is it is difficult – no doubt about it. I'm passionate about all of my racing which is why we went to America. The British championship does cost a lot – to put parts on the bikes, to pay bonuses, things like that. We'll take it as it comes. The world championship is the most important and Yamaha and Monster have said to us it's not necessary to do any more than one or two rounds of the British but hopefully we'll do all of them."









motos Tonus nails the holey and Nicholls – making what will be a very rare UK appearance this year – spends his time in a lonely second, bringing it home around 20 seconds in arrears both times out.

"It's been good – I can't complain," says a fit-looking Jake after his UK debut for his new team. "I haven't rode as good as I could all day really but I started to pick it up and get my rhythm and started riding like I should. It's great to be riding in England and there are plenty of fans about. I'm not sure when I'll be racing over here again – probably the British GP. It depends on how everything else goes but I think probably the only other race I can do will be here in August."

The man who inherited Jake's vacated ride with HM Plant KTM UK, Elliott Banks-Browne's also looking quick and takes third first time out. He's running third in the

second moto too before a bike problem at half-distance lands him with a DNF.

"The first race was pretty good although I got a bit of arm-pump and struggled a bit halfway through," admits Elliott. "In the second I felt pretty comfortable in third and wasn't losing anything to Jake and then my bike started playing up a bit. For a few laps it was spluttering and then it stopped which was unfortunate because I had an easy podium. But at the end of the day it's not a championship race and we need to get these little problems out of the way now before the British championship and the worlds."

With EBB's overall finish stuffed it's Nicholls' team-mate Glenn Coldenhoff who joins Jake on the podium with a 4-4 card. Next best of the Brits is Neville Bradshaw who runs 6-5 on the Stevens Evo-Tech Honda.

"Today's been pretty good," reckons the new

British SX Lites champ. "We changed the bike set-up in the week and I'm not 100 per cent with it so I'm just kinda riding through today, using it as practice and testing the bike – seeing what's right, seeing what's wrong – things you can only do when you're racing."

do when you're racing."

Up in MX1 it's Belgian Desalle who nails a monster holeshot from the outside gate in the opening moto and leads all the way to the flag. Factory Kawasaki star Paulin stays with the factory Rockstar Suzuki for the full distance and after passing Martin Barr and Kevin Strijbos on the opening lap Shaun Simpson settles into a race-long third on the Monster Energy Bike-It Yamaha.

Second time out it's Paulin who leads early on before Desalle jumps to the front. A mid-distance mistake returns the lead to the Frenchman but Desalle's back at the front for the final three laps and leading when >>>





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RESULTS

Clement Desalle Gautier Paulin Xavier Boog Kevin Strijbos Shaun Simpson

Marc de Reuver Markus Schiffer

Gert Krestinov Martin Barr

Yentel Martens 10

Arnaud Tonus Jake Nicholls Glen Coldenhoff Harri Kullas

Neville Bradshaw Nikolaj Larsen Pascal Rauchenecker Elliott Banks-Browne

Donny Bastemeijer Graeme Irwin

Rockstar Suzuki WMX1 KRT Kawasaki KRT Kawasaki 9+15=24 HM Plant KTM UK Monster Energy Bike-It Yamaha 15+7=22 Lanes Kawasaki Suzuki Europe 13+8=21 MVR-D Honda 7+9=16 Maxxis Henderson LPE Kawasaki 5+10=15 4+5=9

Monster Energy Bike-It Yamaha Nestaan JM KTM Nestaan JM KTM Rockstar Suzuki Europe 9+15=24 Stevens Evo-Tech Honda Suzuki Europe 7+10=17 Nestaan JM KTM 8+9=17 HM Plant KTM UK 15+0=15 HM Honda 4+8+12 Samsung Yamaha

ROUTE 77 SUPERFINAL

1 Tonus, 2 Desalle, 3 Karro, 4 De Reuver, 5 Nicholls, 6 Kullas, 7 Coldenhoff, 8 Strijbos, 9 Schiffer, 10 Larsen







it matters – when the chequered flag comes out. Third at the finish is Paulin's team-mate Xavier Boog with new Maxxis man Strijbos fourth ahead of another British championship debutant in 2012, Dutchman Marc de Reuver.

Desalle's fast, attacking style has earned him a big fanbase although he's also earned a reputation as being a little, er, difficult with members of the MX press as evidenced when he shrugs off our request for a comment with a to-the-point "non". And that was after two wins!

Luckily for us the mardy-arsed Belgian did speak to his team press guy. "The race was *humph* a good preparation for the season," he says. "Together *humph* with Paulin *humph humph* I think we had some exciting races *humph*. I found some issues, however, that I can still work on in my preparation towards the first GP in Valkenswaard *humph*

Simpson had been looking good for fourth in race two and third overall until a late mistake drops him down the order but back in the pits the Scot's his usual calm self.

"Last week [in Valence] I was feeling good and did something stupid and hurt my ankle, this week I'm riding with it although I feel I can do much better," says Woody. "I'm still not at 100 per cent. It's frustrating because I know I can be up closer to Paulin and Desalle but I'm sure with a few more weeks preparation and a bit more work with the team and the bike I can be up front which is where I want to be."

himx

The Route 77 Superfinal is bossed from gate to flag by Tonus. Desalle moves into second after three laps before a mistake drops him back and he appears to lose interest, crossing the line over 15 seconds behind. Third goes to STR KTM's ever-smiling Matiss Karro on the 350 despite bouncing his head off the track while challenging Desalle in the second moto.

"Super-final was awesome," grins Matiss.
"I came through really good and just tried to keep with Desalle as he went through the pack. De Reuver was catching me but I found some better lines and pulled away to finish third which I was really happy with. I was so happy to be on the podium and can't wait for the next race."



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UPPING THEIR GAME U23 RIDERS SHINE AT EELMOOR

It may well have been the big names like Aubert, Knight, Blazusiak and Dietrich that hog the spotlight prior to the start but after the event it's the impressive performances of many of Britain's 'next generation' of enduro stars that are most talked about.

Expected to deliver some solid performances in light of their form during last year's BSEC series, it's the outright pace of Danny McCanney, Alex Rockwell and Jonny Walker that impresses so many. Placing first, second and third in the overall classification on day two, the Under 23 class trio ensure that they — and their sponsors — have much to be pleased with.

Scooping a double class win, Danny gets the defence of his U23 title off to a winning start but certainly doesn't have things easy and is just 19 seconds ahead of fellow Manxman Alex Rockwell. Crashing early in the day after overly enthusiastically launching his KTM across a ditch, Walker eventually moves ahead of Jack Rowlands for third.

At round two it's Rockwell who leads the U23 class for much of the day. Entering the final test clinging on to a slight advantage, the Husaberg rider can't believe his eyes when he sees the time posted by McCanney who turns a six-second deficit into a four-second advantage and produces the fastest lap of any rider during the weekend to claim the win aboard his Gas Gas.

ALEX ROCKWELL - U23

"It's been a tough battle all weekend between Danny, Jonny and myself. After finishing second at round one I thought I had him beat at round two but unfortunately it wasn't to be. I had a small advantage leading into the final test and hoped I could win. I put in my best test of the weekend but so did Danny and he got me right at the end. All three of us are pushing hard and I think that's showing now as we've finished top three overall today."





JANE DANIELS - WOMEN

"Winning both days has been a brilliant start to the season for me. Initially found it hard to ride the conditions but as a line cut in I began to find my rhythm and ended up with a good result. On day two the course was better and in the last half of the day it was beginning to come to its best. I'm excited to go to Llangrove where hopefully I can win again."



Behind Aubert at round one is his KTM team-mate Taddy Blazusiak. Newly crowned as the FIM SuperEnduro World Champion, Taddy's no stranger to the sprint enduro format having sampled what the series has to offer back in 2010. Next up is best Brit Tom Sagar. Showing like Aubert that a big 450 can be made to be super-fast through the trees, Tom breaks the European manufacturer's stranglehold at the top of the Elite class results.

Si Wakely's another rider to put his silky smooth riding style to good use as he claims fourth on his Husaberg. One spot further back is Tom Church who takes a stock KTM to a creditable fifth.

Day two sees Knighter back in action and back to his winning ways. Both Aubert and Blazusiak opt to sit the day out but Knight's on a mission to top the results which he does, 24 seconds ahead of Sagar and Jordan Rose. In placing third Rose not only achieves his best ever BSEC result but also ruffles a few features as he picks up a few test wins and matches speed with consistency throughout the day.

Wakely matches his fourth place result from day one while Tom Church recovers from a steady start to place fifth.

In the Under 19 class Steve Holcombe comfortably secures his first ever BSEC victory by winning round one by over 34 seconds. Joe Jones and Aaron Smith finish second and third but it's Holcombe that very much sets the pace.

At round two the KTM-mounted rider is again the man to beat, claiming another victory in the Under 19 class. Jones again finishes second behind Holcombe as Joe Wotton makes up for his round one no-score to end the day third, pushing Smith back into fourth overall.

New for 2012 is the introduction of the 125 Youth Cup for riders under the age of 19 on 125cc – or smaller – two-stroke machinery. Making his first appearance for Husaberg, Jamie McCanney easily claims a double victory in Aldershot. At home in the slippery conditions he also briefly leads the event outright by placing in front of two-time world champion Johnny Aubert at the end of lap one.

Behind McCanney the battle for the remaining podium positions is very much alive. Brad Freeman follows McCanney home for second at round one while Lee Sealey finishes third with Josh Gotts in fourth. The positions are reversed at round two with Gotts putting in a strong ride for second just four seconds ahead of Sealey.



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RICKY DIETRICH — ELITE

"It's a shame how my weekend ended but I've come away learning a lot. At round one I finished eighth overall but a couple of mistakes held me back. For round two we made some changes to the bike and I was feeling great. My time in the first run was really good but then I hurt my knee a little. I've enjoyed my first taste of the BSEC this weekend and now know what I need to work on and can expect for the next round."

Expert victor Richard Ely enjoys a superb weekend. Starting the event with care, Ely quickly overhauls early leader Jack Lee on his Gas Gas to win the opening round by six seconds. With Lee holding onto second, Tyson Maytom-Jones follows the pair home for third. Ely's again the top Expert performer at round two to mark a perfect start to his season. Second time out Maytom-Jones is Ely's nearest challenger, finishing less than six seconds adrift. Lee fends off a late charge by Oliver Hart to round out the Expert podium.

The newly-introduced Women's class sees Jane Daniels make light work of the course to easily win both rounds in Aldershot. New to enduro, professional downhill mountain biker Fionn Griffiths and Rhian George trade positions over the weekend. With Griffiths placing second at round one, George finishes second at round two. Emily Davey finishes fourth on both days while Stephanie Rowe is fifth.

In the Clubman class Jamie Jenkins claims the first win of 2012. Unable to recover from an early morning crash, Northern Ireland's Richard Topping has to settle for second as Erich Schonwalder improves throughout the day for third. Finishing fifth at round one, Matthew Solan bounces back to win round two. Gethin Francombe's second while Schonwalder again finishes third with Topping in fourth.



SERIES STANDINGS

E	LITE		
1	Tom Sagar	Honda	32
	Si Wakely	Husaberg	26
	Tom Church	KTM	22
	David Knight	KTM	20
	Johnny Aubert	KTM	20
6	Jamie Lewis	Husqvarna	20
7	Daryl Bolter	KTM	18
8	Taddy Blazusiak	KTM	17
9	Jordan Rose	TM	16
10	Mark Roberts	Kawasaki	15
E)	XPERT .		
1	Richard Ely	KTM	40
2	Jack Lee	Gas Gas	32
3	Tyson Maytom-Jones	Husaberg	32
U	NDER 19		
1	Steve Holcombe	KTM	40
2	Joe Jones	KTM	34
3	Aaron Smith	Husaberg	28
12	25 YOUTH CUP		
1	Jamie McCanney	Husaberg	40
2	Josh Gotts	TM	30
3	Lee Sealey	KTM	30
U	NDER 23		
1	Danny McCanney	Gas Gas	40
	Alex Rockwell	Husaberg	34
3	Jonny Walker	KTM	30
C	LUBMAN		
	Matthew Solan	KTM	33
	Erich Schonwalder	KTM	30
3		Honda	30
W	INMEN		

Jane Daniels

Rhian George Fionn Griffiths 32 32





















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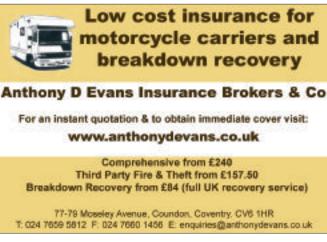
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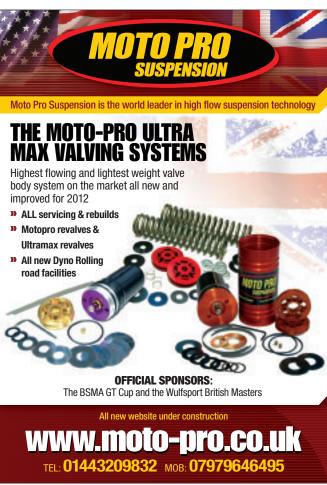


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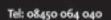


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VHITEHE! Photos by alexdanielsphotos.co.uk

ver the past four months our Club Sandwich has featured some of the outfits who have boldly taken on a winter series despite the obvious threat from the unhelpful elements. This month, just before it all goes crazy with summer championships busting out left right and centre, we conclude our look at the bad weather beaters being continued this year. with White Rose MXC.

White Rose proudly fly the flag for Yorkshire and with their end of January finale at FatCat they successfully wrapped up a four-round winter gig. Formed as recently as 2009, White Rose are one of the newest clubs around and with no formal committee the club's essentially run by Paul Massey. Alex Daniels is the skilled photographer providing the images while lan Lessiter takes care of club PR.

"The club was formed by keen motocross riders who were disillusioned by the restrictions and requirements of other organisations, explains Ian. "The aim was to allow riders to ride cost effectively and to be able to ride when and where they wished without the need to supply a marshal. The club also works closely with the riders, seeking their views and ideas

"Memberships this year are still being taken

with a good response received so far. Membership is available to qualify for the club championship for just £20 for the year with an ORPA licence costing just £15. Race fees are £30 for kids and £35 for adults.

'The club also runs a four-round two-stroke series which last year proved popular and is

The club prides itself on being a not-for-profit riders' club, run by enthusiasts that provide quality events at venues around the Yorkshire area. The club invests time and money into ensuring the venues are maintained and improved. During the 2011 season the newly revamped Grange Moor track showed this commitment and is proving very popular

"The club is always looking for any form of sponsorship - no matter how small - and is proud to be associated with companies such as Muk Junkie, TDS Bikes and BHMX Services.

Time to recap now on the recently concluded winter series. It all began at Dalton in October, next paid a visit to Grange Moor and then finished with a couple of rounds at FatCat

In the Auto section a real cliffhanger played out and ultimately Jonty Wright claimed a slender championship win by just two points over

Mighty Joe Sutcliffe Josh Robson. Josh in turn finished just two in front of third-placed Joe Ross and although Josh and Joe missed a round apiece they both tore it up at an exhilarating last round where

they finished in first and second. Lewis Hall was the dominant figure in the 65s. Lewis missed the opening round but then showed absolutely no mercy with three cracking round wins on the spin. Thomas Dodsworth skilfully dealt the all-important consistency card and took series second with Patrick Jackson in third.

In the Smallies across all four rounds Ben Wright tipped the scales in his favour over Callum Crossland as Jack Bennett claimed a solid championship third. There was another really tight finish in the Biggies - this time when one round down Jack Naylor reeled in all and sundry to gloriously steal the title in the final race. Long-time leader Robert Ainley impressed but ultimately he had to settle for silver. And in his first full year in the Big Wheels, young Joe Sutcliffe really caught the eye and was duly rewarded with third overall.

With the latest White Rose series now well under way visits to Grange Moor, Bielby, Dalton, Sand Hutton, Delph and Gale Common are all lined up this season. Check the website for details.



Jack Naylo





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ave you noticed Dee Jay Walker grabbing a few column inches over the winter months? At the back end of last year he won the Barmouth SW85cc title, hitting the sweet spot with an impressive turn of speed that resulted in a day two clean sweep.

He's posted wins over James McFayden, Ben Coleman, Denny Rapson and the rest and currently with six rounds down he's leading the WMXC Transporterland series. At this moment in time the feeling in the Walker camp is that the almost weekly trips south from Barrow in Cumbria will pay dividends when the nationals begin.

For Dee Jay that means focusing on the RHL British Youth National series and without any confirmation coming from Hockey Towers, Rage believes he will be up against the likes of Albie Wilkie, Keenan Hird, Taylor Hammal and last year's 65cc high fliers Alexander Brown and Jed Etchells. A formidable five and that's not necessarily all of them.

So does Dee Jay rate his chances? And what's his take on all things youth MX? We chewed the fat recently and here's how it went... Rage: Hi Dee Jay, you really have been putting in tons of track time during the off-season — what's your personal goal for the RHL Nationals? Dee Jay: "I think with all the winter racing I'm improving all the time and I'll be looking to make top six finishes on a regular basis."

Rage: Do you use a pro trainer or do any other activities that improve your skill and fitness?

Dee Jay: "We don't do the pro trainer stuff and I prefer to work things out in my own way anyhow. In the last 12 months I have been going regularly to a local boxing club and I really feel the gain with better overall fitness and stamina. I wish I was a bit taller though — it would help on some tracks."

Rage: What kind of tracks do you prefer – or don't you mind?

Dee Jay: "I gotta say I love sand and it could be because I have raced so much at Haverigg – that's my number one circuit. Salt Mills and Desertmartin would be my other two top tracks."

Rage: How about track technique Dee Jay? What's the most difficult skill to nail perfectly – and what do you need to improve on?

Dee Jay: "Awkward step-ups and gnarly corner jumps can be a pain sometimes and I'm always looking for more corner speed."

Rage: Do you think our nationals would be better if we had more set-up and qualifying time on day one – even if that meant fewer heats to race.

Dee Jay: "Yeah, I'd prefer that and especially if they all had a long session of practice starts.

The starts are such a big part of the race we should get more time with that."

Rage: On the subject of bike set-up are you able to give good feedback when the machine needs tweaking?

Dee Jay: "Yeah, I think I'm pretty good with all that – and I always know when the clutch isn't exactly 100 per cent even if my mechanic says it's perfect [laugh]!"

Rage: You have won lots of club races recently – is the mindset different at nationals or is it just another race?

Dee Jay: "You have to really focus on the starts, grab a good position on lap one and don't let the rider nerves kick in. It's all a lot more intense than a club race."







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SIX OF THE BEST LAID ON FOR 2012

couple of months back Rage went hunting for information on the BSMA GT Cup – the first of the big three schoolie national series hitting the 2012 championship trail.

To be honest not a lot of detail was forthcoming – just a bare bones venue list to ponder – but two months on just look at the prospect now with a Foxhill, Landrake and Mallory finish. It's an absolute corker! And with Mepal, Cwmythig Hill and Wroxton to start there's not a lot to complain about there either.

On the rider entry front we were promised full line-ups and with 315 riders – that's youth and adult – parking their talents at Mepal on March 31 there's absolutely no doubt it will be busy.

Taking a look down the 50cc twist and go list, Cornish flier Louie Kessell impressed all last year and he should be really tough to topple this term. Having said that East Kent paceman Bobby Bruce did exactly that at Mepal back in December and he will be keen for a repeat performance. Toby Potter is another attracting the smart money – and if you want one to watch

for the future fast-improving seven-year-old Jack Grayshon sporting the Vampires Rock gear could be the one. But with 35 on the line and all heading for deep sand there could be a surprise or two in store.

In the 65s Gary Ashley has recently morphed from green into orange with a switch back to KTM and together with the two Ryans – that's Rowlands and Mundell – they look like a formidable trio.

Evo-Tech Honda hotshot Albie Wilkie will be running on a changed #15 plate in the Small Wheels but expect no change in form as he starts a strong championship favourite. Bradley Malin – if fit – is another from the Vampire Rock team who could be in the mix as could Welsh terrier Alex Walton. Perhaps the biggest shout however has to go out for Jake Edey – he's nailed national heat wins around Mepal before and it wouldn't surprise if he did again. From last year's 65cc ranks look out for big performances possibly coming from Dylan Woodcock, Harry Kimber, Harry Wichman, Archie Osmaston, Jack Booker and Brooklyn Evans.

Moving onto the Biggies and with Conrad Mewse, David Keet, Josh Gilbert, Robert Yates, Jamie Carpenter and Josh Coleman bumping plastics this should be one to savour. In a second wave of attack Jack Seabourne, Mitchell Warhurst, Tyrone Cleaver, Billy King, Oli Benton and last year's SW champ Michael Ellis will also fancy their chances.

In the Senior ranks the loyalties have been split between MXY2, the 125s and even further into MX2 with Rob Muscat and Lloyd Pettit opting to cross swords with a few pros. In the smoker class – always a favourite and a crowd-pleaser – Ricky Roderick, Jordan Godwin, Robbie Holyoak and Danny Lanfear should keep everyone entertained.

Finally, in MXY2 last year's overall GT Cup winner and double national champ Jack Gardner will be all-out to win again. This time around Jack is Kawasaki-mounted but with Corie Southwood, Oliver Osmaston, Jay Thomas and Robert Davidson looking to rain on his parade he'll be in for another busy season.

BSMACHAMPS

Rnd 1 Mepal Cwmythig Hill Wroxton Rnd 2 April 28/29 Rnd 3 May 26/27 Rnd 4 **July 7/8** Foxhill Rnd 5 July 28/29 Landrake Rnd 6 August 25/26 Mallory Park









CAPTAIN OATS!

IRN BRY COMES OVER ALL GILLIAN MCKEITH THIS MONTH WITH A HEALTHY RECIPE FOR A PORRIDGE SHAKE BEFORE CHECKING OUT THE FIBRE CONTENT OF ONE OF BC'S STOOLS...

Words by Bryan MacKenzie Photo by Sutty

ith no hidden sexual undertones in anyway whatsoever can you guess what gets me up in the morning? A porridge shake! It might sound sick (spelled in the traditional sense and not 'sic' as in 'rad-to-the-power-of-sic') but trust me, it's the b*llocks!

Let's put this out there, I hate porridge but I appreciate its benefits, goodness and the platform it sets you up on in the morning for a tough day at the grind. I've tried all the cheater ways to deal with it too and bought the pots that come modified as standard with flavours added but still my taste buds reject it like I was serving up sh*t for breakfast! Then a couple of months ago a nutritionist gave me a short recipe for a porridge shake to try and after tweaking it here and there - turboing it up with some ingredients of my own - I can't get enough of it! I literally look forward to getting up in the morning and throwing one of these back just because it's a taste sensation.

I'd like you to try it and see what you think. See if it gets you moist like a chick over Harry Styles. Just mix up...

- 175ml full fat milk (the blue one)
 50g porridge oats (plain/standard)
 1 scoop of whey protein (banana flavour)
 25g flaxseed (roughly one heaped tablespoon)
 25g natural yoghurt (again, roughly one
 heaped tablespoon)
 2 x bananas

Voila! Let's see how you get on with that. You can substitute the bananas and banana-flavoured protein for something else if you want to as I don't want you to have a fall out with your stomach and then your stomach fall out of you! But I tried a few combos and found the banana to taste the best (I'd just like to state that if this recipe causes any vomiting then I take no

responsibility and you should harden the f**k up). Enjoy!

This past month I feel I made two pretty decent observations out in the big wide world. The first being a message on those big digital motorway signs - 'Don't take drugs and drive'. I think they're making a fundamental error there! That to me is giving off a subtle message saying 'it's all right to take drugs, pal, just don't drive while high as 'ken on them'. Surely it covers all bases if it just said 'DON'T TAKE DRUGS'?

And the other concerns shoes at the side of the road? You know the ones! I was out on an endurance cycle a few weeks back on my road bike and was forced to take high-speed evasive action by a rogue sneaker! When knocking on 30mph on skinny tyres that are packing 100+ psi to hit anything of that size could be bloody catastrophic! After sorting out the resultant speed wobble I cursed the man that now only has one shoe! For the rest of the cycle I was like a shoe pervert - looking for them so I could add it to the tally I was mentally notching up.

I went on to see three shoes in 50 miles which doesn't seem a lot but consider this - there are a lot of 50 miles worth of roads for that to add up to a healthy figure. The monotony of the cycle gave me a long time to think about it. WTF is the deal with this? Who, why and how do these shoes get there? Personally, I've never even nearly lost a shoe while driving in my entire 10-year career so I'm intrigued. I notice them everywhere now while driving up, down and about the country and it's surprising at how many there are. Presumably these shoes belong to a pair - so why is there only ever one?

The only realistic explanation I came up with was that it must be road rage! Is it possible that some guys lose the rag badly enough that they reach for the one thing that's expendable in their vehicle and take off a shoe in the heat of the moment and rattle the side of someone's car with it? It's an unsolved mystery!

An honourable mention goes out to Geoff Walker for his part in the final round of the World SuperEnduro Championship in Barcelona last month. Since we were in the neighbourhood we popped along to support the kid but had to endure the World X-Trials Championship while we waited on his moment. The trials was pretty cool but without all the anticipation of a good old racing showdown I struggled to get into it. But I definitely tip my backwards-facing-flat-peak-cap to Toni Bou though. It's nearly unbelievable what that guy can do, yet entirely believable cause I sat and watched him. But he was pretty much the sole highlight for us as far as the trials goes

We waited a long time to see Geoff shred the nar-nar round the stadium floor and at one point thought his aspirations were writing cheques his ass couldn't cash as more races came and went. Then came the night race where they turn off the stadium lights and race around using headlights and torches. I initially started chuckling at the guy who was circulating with what looked to be a Nokia 3210 strapped to the front of his bike for a light. It was hard enough for us to see him from row D, let alone him see where he was going. It wasn't until the guy who seemingly had night vision got lapped that the leader exposed 'Walker 777' on the back of his shirt! There he is! So really he was just too extreme and went straight for the SuperEnduro jugular with the night race and stealthed in using the cover of darkness.

He put in a decent effort though and had we not been inside a Spanish stadium full of Spaniards and had he been in front of at least one dude we maybe would of cheered him on out loud!

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SHORE THING!

WHEN HE'S NOT FULLY FOCUSED ON GETTING READY FOR THE NEW SEASON, BILLY'S DISCOVERED A GUILTY LITTLE PLEASURE...

Words by Billy MacKenzie Photo by Matty Muir

ain't been watching much TV these days – there's too much of the same sh*t every fuggin' day. I certainly ain't too keen on upping my speed to catch up with the Kardashians at any time, nor trying to work out the psychotic mindset of the guys and gals in TOWIE. But I do find myself watching these shows in disbelief sometimes and therefore become a sucker to the reality TV machine!

The show that I would actually spend more than five minutes watching has to be Geordie Shore though! As far as reality TV goes for me, Geordie Shore are by far the most normal of the lot – if you can call Geordie Shore normal? I guess it depends where you come from but comparing it to TOWIE is a no-contest. The lads and lassies from the toon are a canny bunch and I love the banter, the jokes and the complete lack of self-respect they show in search of having a super fun time. There is hardly any drama between the lot of them – they all pretty much say it how it is and deal with it accordingly.

It's nice to be able to watch TV shows from back home when ya want to but anytime I see Coronation Street or Eastenders on TV I do a quick channel hop in search of a Friends episode or some kinda nat geo channel.

What kinda channel hopper are you? I used to be a mad music channel fan starting on MTV and I have favourite channels saved all the way through the range so I can stop off at each genre then flick through with the arrows before hitting the favourite button again. It makes a far easier process and cancels the horrible

elevator music when you go into the actual list view and you're still watching your last favourite channel while looking for something of more interest. Anyway...

So in between searching for something of interest on TV, filling the space between making breakfast, lunch and dinner, showers and packing kit bags, I find myself out and about way more than usual. After a morning run and an afternoon ride the thing I like doing most is cruising around on my BMX with my Skullcandy earphones in and deciding on a bottle of water or a coffee. Then I head to the beach and do some stretching while the world goes by.

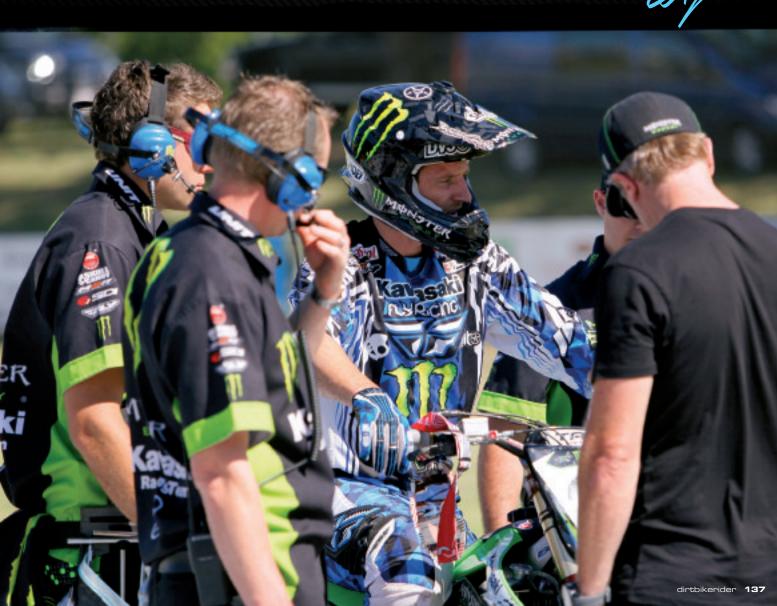
Training recently has been intense. I've found myself getting far more edgy than usual, so much that I remembered how feisty I used to get racing back home. It's a positive thing for me to feel that way again although I can already tell I'm not as nice a person in day to day life. For some reason when you are pushing your body so hard it starts to become also a mental intensity you become less tolerant of daily routines. There is a goal in sight and instead of trying to find things to fill up the 24 hours, you start to wish you had more hours to assist in fulfilling your objective. Living becomes a hindrance and all the small things are just bullsh't — you just wanna get from A to B as quick as possible and do it with the least amount of problems. A very headstrong approach to life but one racers have to embrace to be at the top of our game.

Being a bit older and more mature I can sense this change and rather than just being the cocky little brat

that wants to win every race and cry if he doesn't I have fun trying to work it out. The body and mind reacts to different situations but I'm gonna embrace it while it's here and take it along to the first round!

I've been keeping up to date on all the racing around the globe since the start of the New Year. The AMA has been good to follow as always and my money has to be on Villopoto for SX – Stewart just doesn't seem to have his head in the game in my opinion. The days Villopoto is on it he just dominates and the days he struggles he is still in the top three. Those boys have that bike set up so well and I know from how my bike feels that the Kawasaki this year is definitely an advantage on the track.

Monster Energy Kawasaki in Australia has a few new team sponsors thanks to the arrival of my good buddy and new team-mate Marmont. We're now on factory Dunlops and Renthal have jumped aboard. We're slowly but surely adopting all the same sponsors as the factory Kawasaki teams worldwide and from Kawasaki's success rate it seems they have found the winning formula. This winter (my summer) has been by far the most productive for testing, training, riding and generally having everything fall into place without a lot of stress. I love the bike, the team is growing and now having Jay as my team-mate, well, everything is looking good for the start of the season. It's gonna be such a good championship this year and I'm happy Brad and I are repping the UK for you guys.



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